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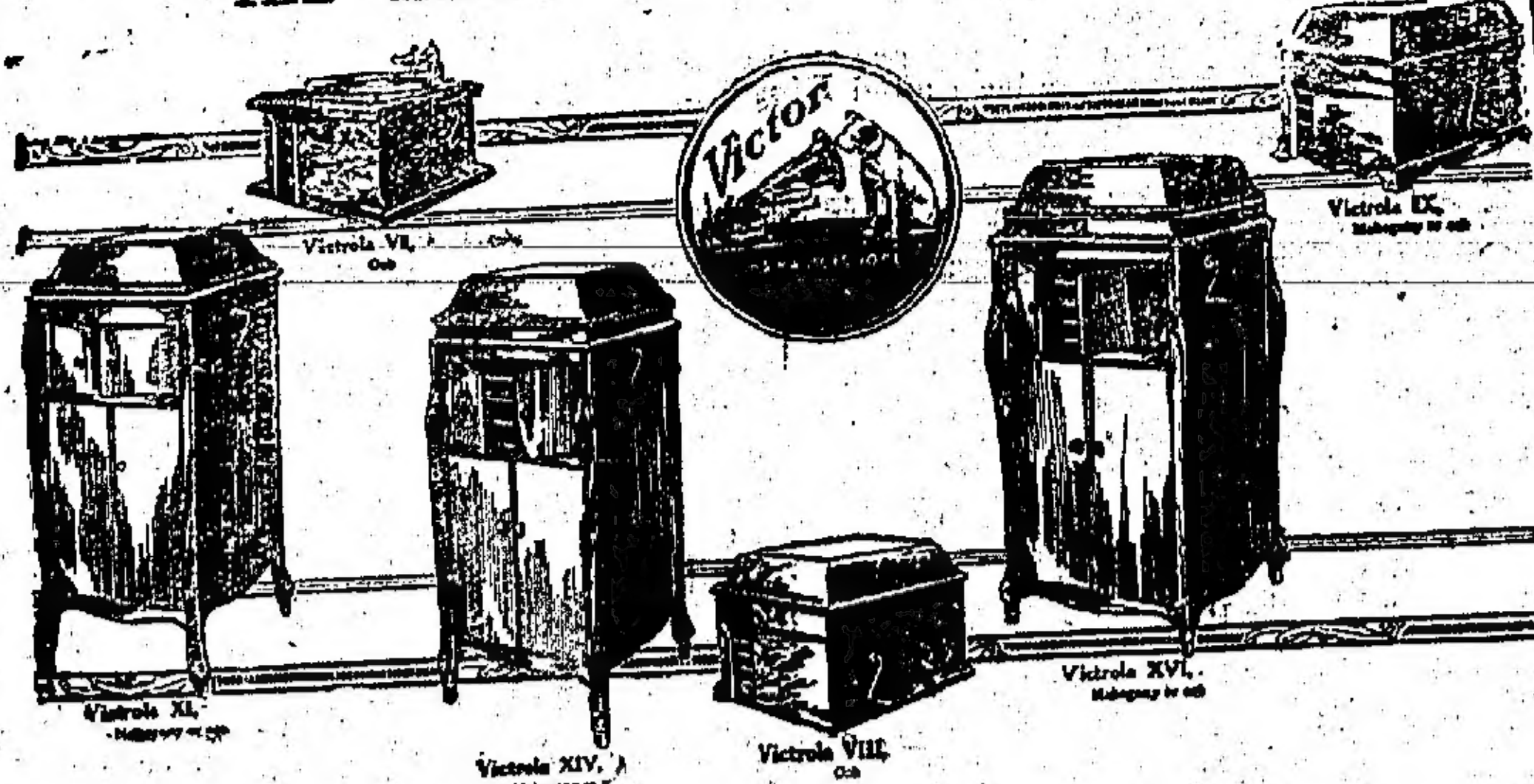
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Hongkong, 26th December, 1915. [277]

HIGH FREIGHTS.

THE SCARCITY OF TONNAGE.

SOME SOLUTIONS.

(BY LESLIE SCOTT, K.C., M.P.)

The extreme gravity of the existing scarcity of mercantile tonnage and of the consequent exorbitant rates of freight is plain. It is equally plain that if there is a remedy it must be found. Many panaceas are offered. Some want the Government to limit freights by law. Some want the control of all our shipping taken out of the hands of the shipowners. Some want the various Departments and Committees now dealing with the subject abolished and the whole business given to one small control authority.

Every one of these remedies would, I believe, be disastrous, because they would aggravate the evil they are intended to cure.

The chief remedy lies, I suggest, in the appointment of a small supervisory committee to operate as a clearing house for all the bodies now dealing, directly or indirectly, with shipping—with power to correlate their activities, to deal with mutually inconsistent demands, to prevent overlapping, and to prevent waste of ships' time. Let us review the position.

The Departments and Committees which most directly touch merchant shipping are, it is believed, the following:

(1)—The Admiralty Transport Department, with its Advisory Committee—of shipowners, which requisition ships for naval and military transport purposes.

(2)—The Requisitioning (Carriage of Foodstuffs) Committee appointed last November by the President of the Board of Trade, which requisitions ships for carriage of foodstuffs and other merchandise.

(3)—The Ship Licensing Committee—which grants or refuses licences for the carriage of goods between foreign ports and foreign ports by British steamships registered in the United Kingdom.

(4)—The Ports and Transit Executive Committee—which deals with problems of the congestion of ports in the United Kingdom.

(5)—The Railways Executive Committee—which supply of wagons is of vital importance to the clearing of congestion at the ports.

(6)—The War Trade Department (Coal Division)—which deals with the export of coal.

(7)—The Commission Internationale de Ravitaillement—which considers the needs of the Allies.

(8)—The International Joint Committee for the purchase of wheat referred to by Mr. Russell in the House on the 19th inst.

The shipowners on the Admiralty Advisory Committee and on the Board of Trade Requisitioning Committee, it is believed, are the same. I am informed that No. (3) is now in constant communication with (1), (2), (4), and (7), and that this system of co-operation has been of the greatest value.

The problem is twofold: (a) how to remedy the scarcity of tonnage; (b) how to lower the present high rates of freight. But the whole trouble comes from the shortage of tonnage. That is the cause of the difficulties in finding ships to meet all the demands. That is the cause of high rates of freight. The only effective remedy is to make more tonnage available for the necessary services of ourselves and the Allies.

But till more tonnage is effectively available it should be remembered that high freights are not entirely a disadvantage. They attract neutral tonnage, which helps to relieve the situation; to some extent they check the import of articles that are not necessary; by making their price prohibitive to the consumer; they increase our "invisible" exports and so help to redress the balance of trade. Lastly, they pay 60 per cent. Excess Profits Duty to the Chancellor of the Exchequer; a rate which perhaps the patriotism of the shipowners would be content to see increased to 75 per cent.

CONTROL OF FREIGHTS.

To control freights by legislation, as to rates will not make more tonnage available. It will be merely to deal with a consequence of the evil; and with a consequence of the evil, it will not with the evil itself. It will, on the contrary, aggravate the evil. You cannot control the world's freights, and shipping is of all commodities the best able to seek the most favourable market.

To control the freights of all ships coming to the United Kingdom would only drive away foreign ships. At present about a third of the ships entering the ports of the United Kingdom are foreign. The result of any attempt to control the freights of foreign ships would therefore diminish the number of ships coming to the United Kingdom. And any gain resulting from controlled freights on British ships would be far outweighed by the diminution of imports.

To attempt to put in Government control of the whole of British shipping would only aggravate the evil; for two reasons:—(a) To make the largest quantity of tonnage available, ships must be employed with the closest regard to the saving of every hour of ships' time. No Government Department, no committee of shipowners, however experienced, can possibly succeed in managing a fleet consisting of all British ships. It is utterly beyond all human power. One of the complaints against the Admiralty Transport Department—although very experienced shipowners serve on its Advisory Committee—is that there is much wasteful use of the ships controlled by it. But a department which had to control a very much larger number of ships would inevitably intensify the waste. To-day there is disorganization. To-morrow we should have chaos.

(b) Moreover, you cannot control foreign ships. If all British ships were controlled and directed into certain services—the carriage of necessities—the freights on other services would so rise as to attract to them the foreign ships, which would cease to carry necessities. In the result nothing would have been gained, and much would have been lost.

THE REMEDY.

The remedy, what is needed is to increase the tonnage available at the places where and the time when it is wanted. There are several ways in which this can be done:—(a) You can increase the total British tonnage by speeding up the building of new ships. This involves releasing for shipbuilding and for engine and machinery works. There are to-day in the shipbuilding yards of the United Kingdom about 680,000 tons (gross register) of ships of over 1,000 tons gross register either launched or planned. If the necessary skilled labour and room in the shipbuilding yards and engine and machinery shops could be spared, they could probably be completed in three months. Is the Ministry of Munitions in a position to enable anything to be done in this direction? This course would help, if coupled with the improvements in organizing the use of tonnage which are essential and must be achieved somehow.

(b) You can increase the working days of ships by preventing their wasteful use. This is one thing that must be done. One way to prevent much less of time is to deal with the congestion of the ports and, as the railways, so that ships are not, as now, kept idle waiting for berths. This means increasing the number of men and the plant (cranes, lighters, trucks) at the ports and on the railways.

The quaysides on the Mersey are to-day piled high with goods which the trades cannot remove because the city warehouses are full; and the railways cannot supply trucks. The ordinary inland movement of traffic is what keeps our ports free of congestion. It is that which has so largely ceased and must so far as possible be restored.

Ships requisitioned for transport services can in many ways be used with greater regard to economy of time. Stores purchased abroad should be obtained from sources which involve shorter routes than longer voyages. Delays at ports of shipment and delivery should be prevented. So far as ships must be used for floating warehouses attending the Fleet or at bases of military operations, the use of vessels of great carrying capacity should as far as possible be avoided.

(c)—You can increase the tonnage available for the carriage of necessities by prohibiting the import of superfluous goods. The existing ships can carry all the goods which are necessary. Some of these goods are essential—e.g., munitions, raw materials for munitions, such as nitrate and ore, raw materials for necessary manufactures for home consumption or export, necessary foodstuffs, or other commodities which we could, at any rate for a time, do without. Some of the superfluous we import to-day are bulky and require a large amount of tonnage for their carriage. If these were totally prohibited or restricted by a very heavy import duty, a corresponding amount of tonnage would be released for the carriage of necessities. Perhaps the nearly sufficient tonnage could be found for the carriage of necessities; and if the demands upon cargo space for things that are not really necessary were thus eliminated, the supply of tonnage would equal or more nearly equal the demand, and freights would certainly come down.

What are superfluous and what are necessities are questions to which different answers must be given in war and in peace. It is essentially a matter of degree, and it is the duty of the Government to decide it for the nation, always having regard to the amount of room any particular commodity takes in a ship.

As the restriction would apply to particular classes of imports, whether carried by British or by foreign ships, the foreign ships could not be tempted by high freights into carrying superfluous goods. Some of them might cease coming to the United Kingdom altogether, although as the world freight market will have dropped I do not much fear this result. But anyhow the rest would, equally with British ships, have to carry necessities at the lower market rates of freight and the total weight carrying capacity available for the carriage of necessities would be increased.

A SHIPPING CONTROL BOARD.

I do not believe anything would be gained by combining the several authorities mentioned earlier into one. If combined they must still do their several work as sub-committees—what is essential is real co-operation between them; if they keep in constant touch with one another, co-operation is so far promoted.

But such intercommunication as does now obtain between them has, I believe, grown up from within, simply from the force of circumstances.

What I venture respectfully to suggest to His Majesty's Government is the immediate institution of a shipping control board composed, say, of five members: of one representative each from the Admiralty and the War Office and three representatives of the shipowners and supplied with an adequate staff. To this board information should be sent continuously—daily and hourly—by all bodies dealing directly or indirectly with demands upon and the disposition of shipping. The first essential would then be obtained—of real knowledge. In this respect the board would be an information bureau. But in addition it would be necessary to give the board an over-riding authority where demands clashed, where existing commercial arrangements were being unnecessarily displaced and wherever real economy of either "ships' time" could be achieved.

An immediate appeal from any decision to the War Council, which would have to sit immediately whenever required, might be given under such limitation as the War Council thought fit. A balance could thus be achieved between the competing claims of various British needs and what is equally important—between the competing claims of ourselves and our Allies. This remedy might be adopted at once.

A Yokosuka despatch to the Admiralty says that Captain von Morawek, the Austrian who was arrested in Japan and has been under examination by the authorities of the Yokosuka Admiralty, has confessed that he is a spy. His examination by the Naval authorities has been concluded, and he is to be handed over to the Department.

FATHER CHRISTMAS FROM THE TRENCH.

WHAT THE TRAIN BROUGHT TO WATERLOO.

(BY B. J. IN THE "MANCHESTER GUARDIAN.")

Father Christmas arrived this morning at Waterloo. There was no mistaking him in his shaggy sheepskin coat, ruffled so that every hair was standing on end. His face was red and weather-beaten, and his eyes very bright, tired rather, but happy. His clothes were very white, no snow certainly (we live in a world of substitutes), but white chalk splashed up to the hat. He was hung round with things like one of his own Christmas trees—a blue enamel bottle, a khaki-coloured little case, a sort of leather hold-all with little round fingers for holding things, a tool for scratching the ground, and metal weapons, no shiny and very earnest, fully bound with rage or, of course, on his enormous pack of two, of course, on his back. You could not tell what gifts were in the packs, except where the spine of a helmet stuck out.

It was a strange Father Christmas that the train brought up to Waterloo. There was never before such a figure in all our English Christmases; but there were many hundreds of him to-day. Some of them were so young that you could think of him not long ago getting another sort of gun and wearing a different hat. Some of them were old and worn and a bit heavy in the stride, carrying fewer things. All in them were very quiet, said little, did not sing, and seemed to have enough food for their thoughts and a distant look in their eyes. Probably none of them was thinking of the muddy holes in the earth whence they had come. Few of them were even thinking about London. Their questions all were the quickest way to get across to their stations for home. They were all Father Christmases for the Midlands and Scotland.

THE GREY GUARDIAN ANGEL.

There is now in these stations where troop-trains come in a sort of grey guardian angel with a red band on his arm, usually an elderly, businesslike man with a hearty manner. He is known to the world as the City National Guard. He is always on the platform waiting for these visitants to guard them through the and the narrow of the great terminus and the whirlpools of Waterloo Bridge Road. The whistles of Waterloo Bridge Road now change men from the trenches can now change their French money at little offices on the platform, and the National Guardsmen see that they put it away out of the reach of those who are waiting outside to help themselves to their own Christmas gifts.

Many of the men from the trenches are astonishingly careless—I suppose after risk of one's life every day one forgets that money is precious. Many of them would stick their "Bradburys" into their overcoat side pockets along with their cigarettes and newspapers. One of them stuck 27-into his bandolier, the other day, and some patriotic stole the whole thing, when he was washing himself at a shelter. The grey Guardians advise them about their money, look up time-tables, and give them the time of their train, show them how to telegraph home that they are coming, and take them in drafts by tube up to Euston and St. Pancras.

The men from the trenches are very thankful, and a little amused about being so carefully taken in hand. Many of them have never been in a great town before. Ploughmen from Aberdeenshire, gillies from Braemar, shepherds from Yorkshire, from Bramham, from Wales, miners from Northumberland—they had gone off to their tremendous experience quietly from the training ground, many without farewells.

NEW ARMY TYPE.

One Scotsman to-day when asked the usual question said he was for Wanlockhead. He was told, "That's all right. You go to Euston." He replied, "No." That he was going to Wanlockhead. The guide explained that he would have to go to Euston to get his train for Wanlockhead. The soldier asked, "Is this no London?" "Very well then, I'm going from London to Wanlockhead and to no other place."

Another youth, who looked exactly the same in his trench kit, when asked "Anything you want, lad?" replied in a sharp, quick voice, "Thanks awfully—where's the telephone-box?" It is indeed the new army.

There are always a few Londoners. One man to-day when asked if he knew how to get home said, "Yes, second turning to the left when I leave the station." He was the son of a Waterloo railway porter.

A COSTER REUNION.

Few of the men knew of their luck till too late to write, and most of them have no friends in London, so it is the unusual thing to see homecoming greetings. There was one notable exception this morning where two lads, very like Teddy Bears, recognised their friends before their friends had conceived that they could possibly be the ones they looked for. It was a little coster group, two of those slight, strong, little London coster girls, each carrying a young baby, a short, burly young boy, elderly man, and a short, burly young boy. Both the soldiers embraced their wives and their gingerly tried to come to terms with their offspring, whom they had probably never seen before. They compared them in a boyish way with some very ironic remarks for the mothers, while the old father kept thumping one of the soldiers on the back as if he had swallowed a button. The party as it went out of the station, carrying two young babies, a father, a mother, and a boy, each with a rifle, and the boy with the goatskin coat. There was no mistake about these Father Christmases.

For a little the men from the trenches seemed to hold up the station. Their burly, shaggy figures, their weapons and packs, and the look on their faces seemed to make everyone else shrink in size and significance. Even the military police seemed to be in a subordinate position. Many of them had dirty, unwashed faces—they had been on the road since Friday and a few had soft, young beards. It was the glow that had not yet faded from their faces, and their leather jerkins and hairy coats and the flapping headgear and through all the day had not been changed.

They were safe back at Christmas from the poison-gas and blood and horrors of the trenches for six days! But Flanders was all behind them and forgotten for these days. Or not quite forgotten. "What's your battalion?" "We're the Sixth," he said, not without pride. "So you were on the Hill 70?" "I was," he said. "I was on the Hill 70." "I was," he said. "I was on the Hill 70."

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POLICY OF A NATIONAL PARTY.

LORD CHARLES BERESFORD WOULD GET RID OF ALL GERMANS.

Mr. H. A. Gwynne, editor of the *Morning Post*, opening a discussion at the Constitutional Club, London, last month on "Suggestions for a National Policy," said that purely party policies were bankrupt. Among the principles on which he believed it possible for a National Party to exist were the fiscal and political unity of the Empire, economic union with our Allies, co-operation and co-ordination of labour and capital, and the removal of all questions of defence and foreign policy from the arena of party politics. His thought that with the co-operation of single-minded men a party might arise founded on truth and honesty and with a devotion to the national needs which would secure the regeneration of this country which the war had begun.

In 1903 he asked Mr. Joseph Chamberlain how he would deal with German trade. Mr. Chamberlain replied: "I would say to Germany, 'Build another ship and we go to war.'"

Sir Edward Carson, who predicted, said the great sufferings and sacrifices of our people wiped out many of the differences that divided them in the past. They were ready at present to wipe many things off the slate and to make a fresh start. Never was there a nation more united in determination to carry on the bitter struggle to the very end.

He trusted that at the close of the war they might be guided by wise heads without political aspirations or party considerations. "I would get rid of all Germans," said Lord Charles Beresford, "especially all those in high places. People say, 'Look at poor old sea-and-to; see what he has given to charity.' I say, damn his charity!" (Laughter and cheers.)

WAR NEWS.

GERMAN SULPHUR CLOUD AT SEA.

NEW RUSE TO "BLIND" BRITISH SHIP.

The Wilson liner *Lambert* arrived at Helsingborg recently after an exciting voyage.

Owing to the vessel's draught, the captain says he was forced to sail a couple of hundred yards inside Swedish territorial waters off Falsterbo. Suddenly two German torpedo boats appeared steaming close behind him.

The torpedo boats emitted a thick, suffocating smoke, evidently by means of compressed air, which smelt strongly of sulphur, and completely enveloped the steamer. Their object was doubtless to force the steamer out into international territory to avoid grounding. The *Lambert* nevertheless kept to her course until the wind sprang up, clearing away the smoke.

At this time the Swedish torpedo-boat *Caster*, commanded by Prince William of Sweden, appeared, and the German warships left. Prince William offered to accompany the steamer, and exhorted her not to take orders from any other than a Swedish torpedo-boat.

GERMAN TRIBUTE TO A GALLANT FRENCH AIRMAN.

Few stories of the prowess of French airmen compel more sincere admiration than the last flight of Captain Sallier and Lieutenant Legal, who met their deaths during the recent fighting in Champagne. They were on a reconnoitring expedition, Legal acting as observer.

While their biplane was over the German lines they were surprised by a Fokker (one of the new mono-battleplanes), which darted out of a cloud and began firing at them with a machine gun. An explosive bullet struck the Frenchman's petrol tank and the biplane was immediately enveloped in flames. Its occupants realised that certain death awaited them, but with supreme courage they divided between them the maps and important documents in their possession and tore them in small pieces as the blazing aeroplane fell to earth.

Some scorched fragments were blown by the wind into the French lines, and in this way their brother-officers learned of the heroic conduct of their comrades.

Next day a German airman flew over the French trenches and dropped a letter containing a tribute to the gallant Frenchmen, stating that they had been buried with military honours and that their grave had been decorated in the same way as the graves of German officers.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

PARADES.
1.—Parades for to-day, (Thursday), 7.00 a.m. and 5.30 p.m. Members of Signalling Section and other Signallers, as detailed in Signalling Section Order dated 8th December, 1915—Morse flag and Morse lamp practice at Headquarters.

5.15 p.m. No. 4 Section Scouts Co. (all members)—Machine gun instruction at Headquarters.

5.15 p.m. Recruits of all units—Squad drill and Rifle exercises at Headquarters under Sergt.-Major Higby and one N.C.O. from Right Section M. G. Co.

Remainder, nil.
DETAILS.
2.—On duty until morning of 3rd inst.—H.K.V.E.
On duty 3rd inst.: Scouts Company, G. E. SWART, Capt., Adjutant, H.K.V.C.

They were safe back at Christmas from the poison-gas and blood and horrors of the trenches for six days! But Flanders was all behind them and forgotten for these days. Or not quite forgotten. "What's your battalion?" "We're the Sixth," he said, not without pride. "So you were on the Hill 70?" "I was," he said. "I was on the Hill 70." "I was," he said. "I was on the Hill 70."

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NEW ADVERTISEMENTS

TO LET.

FOUR UNFURNISHED ROOMS and Servants' Quarters at 17, THE PRINCE, Immediate possession. Apply on the premises or write to—
Care of "Daily Press" Office.
Hongkong, 2nd March, 1916. [364]



TECHNICAL INSTITUTE.

THE INSTITUTE will RE-OPEN on MONDAY, the 6th of March. Students should attend at QUEEN'S COLLEGE at 8 P.M. on that date for Enrolment. Copies of Prospectus and Entry Forms may be obtained on application to the Director of the Institute at the Education Department. Hongkong, 2nd March, 1916. [365]

NOTICE.

WE HAVE This Day appointed Mr. WILLIAM GOLDENBERG to take charge of our Showroom in the Hongkong Hotel Building and to generally represent us in Hongkong.

MUSTARD & COMPANY,
General Importers and Commission Agents,
REMINOTON TYPEWRITER CO.,
Agents—YALE AND TOWNE MFG. CO.,
Hongkong and China.
Hongkong, 1st March, 1916. [367]

THE ROYAL HONGKONG GOLF CLUB.

AN EARLY MORNING COMPETITION will be held at HAPPY VALLEY commencing on MONDAY, 6th March, and continuing for one month for a CUP kindly presented by the Hon. Mr. DAVID LANDALE. Conditions—
Nine Holes Medal Play under Handicap. Half full Handicap to be deducted, fraction of 1 counting one.
Any number of cards may be taken out, but no player shall start later than 7.30 A.M.
Names to be entered in the Special Book in the Club House. Three ball games may be played.
T. W. HILL,
Acting Hon. Secretary.
Hongkong, 2nd March, 1916. [367]

CHINA SUGAR REFINING CO., LIMITED.

NOTICE.

THE THIRTY-EIGHTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Jardine, Matheson & Co., Ltd., 29th March, at 11.30 A.M. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 29th March, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 2nd March, 1916. [368]

NOTICE OF REMOVAL.

WE have This Day REMOVED Our Offices and Show-rooms from the First Floor to the Second Floor of 10, Des Voeux Road Central.
(Above the Robinson Piano Company).
MOW FUNG & Co.
Hongkong, 1st March, 1916. [369]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE.

I HAVE This Day RESUMED CHARGE of the Company.
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 1st March, 1916. [367]

NOTICE.

THE Undersigned, having been Appointed Agents for the ASSURANCE & SUFFOLK LIMITED, are prepared to issue Policies against Fire, Risk, and Current Rates on approved Foreign and Chinese Properties. For the NORTH CHINA INSURANCE CO., LTD.
S. J. CHINGHIN,
Agent.
Hongkong, 29th February, 1916. [350]

NOTICE.

WE HAVE This Day authorized Mr. FRANK EWART JOSELAND to Sign the name of our Firm in Canton.
J. D. DONNELLY & WATZ,
Hongkong, 25th February, 1916. [366]

NOTICE.

ALL Persons having Claims against Mr. GUSTAV ENGEL, of Messrs. Wm. MERRILL & Co., are requested to file same with the Liquidators before 15th March, 1916.
ALEX. ROSS & Co.,
Liquidators.
Hongkong, 9th February, 1916. [281]

NOTICE.

NOTICE IS HEREBY GIVEN that a VACANCY exists in the Canton Pilotage Service, which will be filled by competitive examination in accordance with the General Regulations of the Chinese Pilotage Service.
The Examination will be held at the Harbour Master's Office, Chinese Maritime Customs, Canton, on March 10th, 1916.
Those wishing to sit for Examination should forward their names and addresses to the Harbour Master's Office not later than March 8th, 1916.
ARNOLD HOSION,
Acting Harbour Master.
Chinese Maritime Customs,
Canton, 28th February, 1916.
Approved: H. F. MERRILL,
Commissioner of Customs.
[355]

INTIMATIONS

BLUE CROSS FUND.

HORSES IN WARTIME.

THE HONGKONG AMATEUR DRAMATIC CLUB.

PRESENTS

"THE ANGEL IN THE HOUSE."

A COMEDY IN 3 ACTS,

By B. MACDONALD HASTINGS

AND EDEN PHILLIPOTT,

Last Year's Great London Success.

ON SATURDAY, 4TH MARCH, at 9.30 P.M. AND MONDAY, 6TH MARCH, at 8 P.M.

BOOKING NOW OPENED AT MOUTRIE'S.

PRICES: \$4, \$3 AND \$2.

BLUE CROSS FUND.

Hongkong, 15th February, 1916. [289]

EIGHT PER CENT. MILITARY LOAN.

SECOND DRAWING ON FEBRUARY 30TH.

NOTICE IS HEREBY GIVEN that the Second Drawing for Repayment of the Eight Per Cent. Military Loan Bonds will take place in Peking on February 30th, on which occasion \$1,150,000, worth of Bonds will be drawn for repayment. When the drawing is over, the numbers of drawn Bonds will be published in the Government Gazette. MINISTRY OF FINANCE.
Canton, 23rd February, 1916. [330]

KWONG WO HING CO., LTD.

(In Liquidation).

Registered in Hongkong.

NOTICE IS HEREBY GIVEN that on the 4th January, 1916, the Supreme Court of Hongkong ordered that the voluntary liquidation should be continued but subject to the supervision of the Court, and appointed CHARLES CLEMENT DUNMAN to be Liquidator.
AND NOTICE IS HEREBY GIVEN that on 2nd February, 1916, the Supreme Court of the Straits Settlements ordered that the Company be wound up by the Court, and appointed CHARLES CLEMENT DUNMAN of Singapore, Chartered Accountant, to be Liquidator.
Creditors are requested to send in particulars of their Claims forthwith.
All persons indebted to the Company are requested to pay their Debts to the Undersigned.

C. C. DUNMAN,

The Liquidator.

Care of LOWE, RINGHAM & MATTHEWS,
4, Raffles Place,
Singapore, 17th February, 1916. [359]

WANTED.

EUROPEAN SHOP, in good centre. Monthly rental \$200 to \$300. Lease if necessary.
Apply to—
NEWLY,
Care of "Daily Press" Office.
Hongkong, 25th February, 1916. [321]

FOR SALE.

RICHMOND HOUSE, No. 145, Barker Road, 27,800 Square feet of Land, including Tennis Court.
Apply—
HASTINGS & HASTINGS,
Solicitors.
Hongkong, 29th February, 1916. [340]

FOR SALE.

ONE 104 B.H.P. HORNSBY ACKROYD OIL ENGINE, complete with and coupled direct to one 6 K.W. Continuous Current Shunt Wound Dynamo of 50/70 volts with shunt regulator.
Also ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, &c., complete with instruments for 100 Amps.
For further particulars apply to—
HINSTEAD & DAVIS,
Alexander Buildings.
Hongkong, 16th September, 1915. [64]



ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. 77

ON SALE.

HONGKONG HANSARD REPORT of the MEETINGS of the LEGISLATIVE COUNCIL for the year 1915.

REVISED BY THE H.M.S. 283

PRICE \$5

DAILY PRESS OFFICE.

Hongkong, 25th February, 1916.

PUBLIC COMPANIES

HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., TO-DAY (THURSDAY), the 2nd March, 1916, at 11.30 A.M. for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1915.

THE TRANSFER BOOKS of the Company will be CLOSED from 21st February to 2nd March, both days inclusive.

By Order of the Board of Directors,
W. S. BROWN,
Secretary.
Hongkong, 14th February, 1916. [282]

DOUGLAS STEAMSHIP COMPANY LIMITED.

SHARE CERTIFICATE No. 3963, dated 6th May, 1909, of Thirty Shares numbered 8115 to 8139 inclusive and 18593/18596 inclusive, standing in the Register in the name of DE. JOSEPH WHITTELEY NOBLE, having been LOST, Notice is hereby given that unless the said certificate be produced at the Office of the Company, 20, Des Voeux Road, Central, Hongkong, on or before the 10th day of March, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 9th February, 1916. [254]

THE HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.

LOST.

APPLICATION has been made to this Company to issue Duplicate Certificate of 30 Shares in this Company in the name of YUEN CHEONG or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 39, Thirty Shares numbered 7729/7732 dated 16th August, 1910, has been LOST or DESTROYED, and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company, the Undersigned will then proceed to deal with such application for duplicate.

For the HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.,
GORDON & Co.,
General Managers.
Hongkong, 10th February, 1916. [259]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE No. 3755 for Five Shares, \$100 paid up, numbered 2848/50, standing in the Register in the name of EUSTACE ALBAN KENYON, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate is produced to the Society on or before the 18th May, 1916, A NEW CERTIFICATE for the said Shares will be issued and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors,
C. MONTAGUE EDE,
General Manager.
Hongkong, 19th February, 1916. 304

NEW CARTRIDGES.

BY popular English Manufacturers, In all Bore and Size.

SMOKELESS POWDER and CEILIED SHOT. From No 10 to 55SG. at 35, 37 and 75.00 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1916. [289]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs Service, "Author of 'The Mystic Flowery Land,' etc.

THE VOLUME, which consists of 490 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwei-Lin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REYNOLDS.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home.

PRICE \$3.50.

To be obtained from Messrs. KELLY & WAH, Ltd., Messrs. BARNES & CO., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

INTIMATION

FULLER'S

CONFECTIONERY.

WE HAVE JUST RECEIVED

A FRESH STOCK OF

FULLER'S

CHOCOLATES

AND

FULLER'S

ASSORTED

SWEETS.

A. S. WATSON & CO., LTD.

HONGKONG DISPENSARY.

BIRTH.

CAREY.—On February 23rd, 1916, at Foo-chow, the wife of F. W. CAREY, Deputy Commissioner of Customs, of a son. [332]

MARRIAGE.

DUTTON-SMITH.—On the 1st inst., at St. John's Cathedral, by the Rev. G. M. Tichborne, MARGARET MCGONIGAL SMITH, daughter of Mrs. Smith, widow of the late John Smith, of Elgin, N.B., to SYDNEY HARVEY DUTTON, second son of Mr. and Mrs. J. S. Dutton of West Didsbury, Manchester. [333]

Hongkong Office: 104, DES VOEUX ROAD, C. London Office: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 2ND MARCH, 1916

BATTLE OF VERDUN.

The great German attack, which has been maintained for more than a week with a prodigious disregard of human life along a line of some twenty-five miles to the north of the fortress of Verdun, appears to have been inspired by a combination of military and political motives.

It is believed that fear of an approaching grand offensive by the Allies on all fronts underlies the desperate stroke, coupled with a desire to impress the German public, who are now about to be called upon to subscribe to a fourth war loan.

The most elaborate preparations extending over two months, had been made to ensure success, but the Allies were evidently aware of them. It is estimated that the Crown Prince—to whom the honour of nominally directing the operations was granted in the hope, doubtless, that he would be enabled to retrieve his former failures—had concentrated a force of half-a-million men to achieve the task which has baffled him ever since the beginning of the war.

All the 42-centimetre howitzers and all the available Austrian 30-centimetre guns and heavy artillery which were used in the invasion of Serbia were brought up together with the Kaiser's best troops, of which seventeen divisions have already been identified. To guard against a repetition of the Crown Prince's previous blunders, the veteran General HAESELER, who as ex-commandant of the adjacent fortress of Metz was well acquainted with the general terrain, was appointed as "adviser" to the rising

hope of the Hohenzollerns, while the Kaiser, after the manner of Edward III. at the Battle of Crecy, kept a watchful eye on the progress of events. The first phase of the battle was aerial and went in favour of the French, who brought down seven aeroplanes and a Zeppelin, which were securing communications. This was followed by a furious bombardment of the French position with heavy guns. In this the Germans received measure for measure, with the result that the tremendous cannonade of the Allies in the Champagne offensive is described as "a discharge of aquibals" compared with the artillery work at Verdun. Then came repeated infantry assaults of the most desperate character, in which whole units were wiped out by the French machine-guns. Nevertheless, the Germans did not desist. They made eight successive attacks in one day near Haumont, each of which was repulsed with enormous losses. Two regiments were decimated by three batteries of seventy-fives, which were suddenly unmasked. A Scottish member of the French Foreign Legion, describing the nature of the fighting, says: "We gradually discerned little dark specks on the horizon, which developed into masses of infantry. Our artillery had the most exact range and wiped out the specks as a sponge wipes out chalk figures on a blackboard." Rifle and mitrailleuse fire was reserved until the enemy were only five hundred yards distant, and was then poured into their ranks with deadly effect. Time after time the officers rallied their men, who fought with desperate courage, but on each occasion the attack crumpled up. A lull followed, and then the artillery opened fire, pre-empting a larger attack. This time the enemy got nearer to the French front. The ranks of the defenders wavered, and the enemy swept exultantly forward, only to be stopped dead at a hundred yards by the French fire. Before the enemy could recover from the shock, the bayonets were amongst them and completed their rout. Meanwhile, however, German reinforcements were brought up in motors and the attack was renewed with such vigour that the Foreign Legion were forced back inch by inch. "The slaughter was indescribable," the Germans pressing the attack regardless of life to such an extent "as to make the blood freeze." The net result of a week's operations on this tremendous scale has been that the French centre has been pressed back slightly at appalling cost; indeed, it is estimated that the German losses have been greater than in any battle that has previously been fought on the Western front. The French line, however, has successfully resisted all efforts to pierce it, and is now based on a naturally strong position on hills a thousand feet high, supported by miles of solid field works, while the Germans are still ten miles from Verdun, the main defences of which they are not likely to reach without making enormous sacrifices. The heights of the Meuse, along which the Germans are trying to advance, are seamed with ravines, which are enfiladed by the French trenches and batteries. At many points, we are told, the dead form huge dams in these ravines, and sometimes the dam breaks and the reddened flood carries down hundreds of corpses. The struggle is not yet over, but so far the German plans have met with disastrous failure.

A mail for Europe via Siberia closes to-day at 3 p.m.

The Committee of the Territories' Entertainment Fund acknowledges with thanks a donation of \$50 from "A Warrior."

Those who have provisionally booked seats for the forthcoming presentation of "The Angel in the House" are reminded that the seats will be sold unless they are taken up two days before the performances.

A Gazette notification states that H.E. the Governor has given his assent in the name and on behalf of His Majesty the King, to "An Ordinance to prevent the use of false passports, and to confer on the Governor-in-Council power to order the internment of certain suspected persons."

It has been decided that all enemy firms in the Straits Settlements are to be completely liquidated. Instructions to this effect are being issued to the official liquidators, who are now carrying out the partial liquidation which has been in force for some time past. The lands, buildings, trade marks, goodwill and other permanent assets of the enemy firms will be sold, but not the private estates of individual partners.

The manslaughter case concluded at the Criminal Sessions yesterday. The jury found the first prisoner guilty of manslaughter and the second prisoner not guilty. His lordship sentenced the first prisoner to 10 years' hard labour.

At the Police Court this morning, before Mr. Hazland, the Japanese manager of the Tong Sing Company was charged with exporting 300 piculs of antimony ore, said to have been intended for Japan, without obtaining a permit. A remand was granted, defendant being allowed bail in the sum of \$10,000.

STRIKE AT HONGKONG SHIPPING YARDS.

WORK PRACTICALLY AT A STAND STILL.

Owing to a disagreement between some of the Chinese employees and a foreman, and the subsequent intervention of the men's Guilds, the two ship-building yards in the Colony are practically idle, this at a time when both are burdened with much new work. A month or so ago some of the Chinese employees at the Taikoo Yard disagreed with a foreman over a somewhat trifling matter. The men, however, took a serious view of the affair, and laid their case before their Guilds. As a consequence, the boilermakers and plate-layers at both the Kowloon and Taikoo yards ceased work, and this has resulted in an almost complete stoppage. The strike has been kept rather secret, but a Daily Press representative learned yesterday that the Kowloon Yard has been practically idle for about a fortnight, and the Taikoo Yard has been held up for over a week.

The strike has nothing to do with wages. It simply concerns a disagreement between a few men and a foreman, but the other employees came out in sympathy at the order of their Guilds, and all efforts to effect an agreement have up to the present met with failure.

As both the yards are full up with work, practically all of which is on contract, the officials are naturally becoming somewhat anxious.

CHINESE CHAUFFEUR CHARGED WITH MANSLAUGHTER.

MAN KNOCKED DOWN ON SHAUKIWAN ROAD.

At the Magistracy yesterday a Chinese motorcar driver, employed by Mr. Lauritzen, of the Dragon Company, was charged with the manslaughter of a compatriot.

Inspector Sim explained that on Shaukwan Road an accident occurred in which deceased was knocked down. The driver appeared to have lost his head, and by a spot of blood which was found, the deceased must have been within three feet of the kerb. Apparently defendant, in an endeavour to escape knocking deceased down, had gone on the wrong side of the road, but had not been successful in avoiding the collision. Two Europeans who were in the car asked the driver to go back and look at what had happened; and they boarded a tram-car and proceeded to Hongkong. It appeared that the defendant had not gone to look at what he had done, and the manager, when defendant returned to the garage, was told that something had occurred, and he rang up No. 1 Police Station. He (Inspector Sim) went to the spot with defendant to see if the deceased was there; but he had disappeared. It transpired that, soon after defendant had proceeded to Hongkong with his car, another car had come along and the driver, seeing deceased on the side of the road, in a sitting posture, got out of the car, and asked him what was the matter. No sense could be got out of him, however, and he was taken to Belle View Police Station. Deceased was subsequently taken to Hospital, where he died the following morning.

Mr. William Brown said that he and a friend hired the car and after they had proceeded some way, defendant blew his horn, although witness did not see anyone in the road in front of the car. The horn was blown two or three times, and about the last time he saw the deceased in about the centre of the road. The deceased was walking in the direction of Hongkong. When they were close to him, the man made a swerve to the right, and the car ran into him. Defendant must have known that he had knocked the man down.

Defendant said he wanted to stop, but Mr. Brown told him to go on.

Witness admitted that he told defendant to go on, and his Worship (Mr. Hazland) said he ought not to have done so.

Evidence was also given by Mr. George Grott, a draughtsman, and others, and the case was remanded.

TYPHOON WARNINGS.

The following telegram was received by the American Consulate-General, Hongkong, from the Manila Observatory, 5 p.m., February 26th.

Cyclone or typhoon E. of the Visayas. Islands, almost stationary.

1 p.m., March 1st.

Cyclone or typhoon E. of the Visayas. Islands, sitting up.

THE WAR.

PROGRESS OF BATTLE IN WEST.

FRENCH PREMIER'S STATEMENT.

TRANSPORT SUNK BY SUBMARINE.

ABDICATION OF FERDINAND DEMANDED.

WAS THE "MALOJA" TORPEDOED?

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FRENCH PREMIER ON THE SITUATION.

STRUGGLE MAY CONTINUE FOR SOME DAYS.

PARIS, February 29th. M. Briand says the Military situation is good. The troops are full of enthusiasm. Our reserves are powerful and ready to receive the most vigorous shocks. Moreover, the German attacks have diminished in vigour. Military circles are persuaded that the German offensive has not ended, and that the struggle may continue for some days.

RE-CAPTURE OF DOUAUMONT.

HOW FRENCH TURNED THE TABLES.

FOUGHT WITH "ABSOLUTE FRENZY."

PARIS, February 29th. The French Premier, M. Briand, in the Lobby of the Chamber gave a graphic description of the re-capture of Douaumont. "The enemy had advanced to Champ Neuville and Douaumont," he said, "and thought they had captured a formidable position, at the cost of enormous sacrifices, when they were suddenly swept by a French curtain of fire and fusillades from machine-guns. "Then a Corps which had been held in reserve and was quite fresh took the Germans by surprise. The enemy attack was stopped dead, and the fighting assumed Titanic proportions. Thrice the Germans came back, and thrice the heroic French, fighting with absolute frenzy, drove them back. "The French batteries, heavy and light, ploughed bloody furrows in the enemy's ranks, till, exhausted and mown down, the German lines broke. The French furious counter-offensive came unawares. The Germans abandoned Douaumont, Champ Neuville, and Poivre Hill, and the French resumed the advantage and were masters of the field."

GERMANS FORCED BACK BY FRENCH.

DAY OF FRENCH RECOVERY.

PARIS, February 29th.

The *Temps* says that the battle of Verdun has reached a critical point. The enemy has ceased to advance. We were attacking at some points on Sunday, when the enemy was forced to give way. It was the day of the French recovery. We are justified in saying that events are taking a turn in our favour. The enemy will re-attack, but not with the same dash.

VAST ENEMY OFFENSIVE DESIGNS.

IMPORTANT EFFORT EXPECTED IN CHAMPAGNE.

LONDON, February 29th.

Bombardments along the entire Western front show the vastness of the German offensive designs.

The small thrust in Champagne may be followed by others.

[THROUGH REUTER'S AGENCY.]

ORGY OF BUTCHERY.

BRANDENBURGERS FALL INTO DEATH TRAP.

PARIS, February 29th.

The main battleground of Verdun is now on the heights four or five miles north of the town. The chief heights are Douaumont, 1,300 feet, Talou Crest, 830 feet, and Poivre Ridge, 1,000 feet. The French line has been withdrawn about three miles in the course of the week's fighting. The evenness of the retirement shows that the French commanders never lost command of their units, the French considering the lost ground not more important than the losses in men. The German advances were made by sacrifices which, when known, will make Germany shiver with horror. Scarcely a tree remains of the woods on the battleground. The French held Douaumont against an unparalleled deluge of giant shells, reducing to powder the trees, and rocks. When the air cleared the German masses were perceived advancing. A hurricane of French artillery burst forth, the grey uniforms making splendid targets against the snow.

When the French artillery fire came to its climax the whole valley had been turned into a volcano, the exit of which was stopped by the barrier of the slain. It was an orgy of butchery. The French at one point laid a trap for the enemy. They evacuated a position covering 2½ miles, and 1,800 Brandenburg infantry rushed up and occupied the position. Then 28 guns were trained on the spot and fired incessantly for 40 minutes. When the French charged they found eight survivors beneath the dead Brandenburgers.

The importance the Germans attached to Douaumont is apparent from an order found on an officer, stating that the position must be carried "at all costs."

During the battle the town of Verdun has been steadily bombarded, sharing the fate of Ypres and Rheims. The population had evacuated the town before the battle began.

The French estimate that the Germans concentrated 1,100 guns of all calibres on the narrow Meuse heights.

GUNS STILL BUSY BEFORE VERDUN.

HAND-TO-HAND FIGHTING NEAR DOUAUMONT.

PARIS, February 29th.

The evening *communiqué* says:—North of Verdun the opposing artillery are still most active, except west of the Meuse, where the enemy bombardment has somewhat slackened.

The Germans during the day attempted several partial attacks, which were repulsed by fire and counter-attacks.

Our troops west of fort Douaumont engaged in hand-to-hand fighting, dislodging the enemy from a small redoubt which he had occupied.

The attacks at Fresnes, in Woivre, failed completely.

Our artillery was most active in Loraine, and also shelled enemy roads in Argonne.

[THROUGH REUTER'S AGENCY.]

FRENCH DEFENCE UN-SHAKEABLE.

FURTHER DESPERATE GERMAN ATTACKS ABORTIVE.

PARIS, February 29th.

To-day's *communiqué* says:—North of Verdun the bombardment was continued intensely, especially in the central sector and towards the right.

There was no fresh attempt at Poivre Hill, but at dusk the Germans made several attempts to carry the village of Douaumont. Their efforts broke against the resistance of our troops, who were unshakeable by even the most furious assaults.

The situation is unchanged at Fort Douaumont, which remains closely surrounded.

Fighting is less furious on the Plateaux northward of Vaux.

The Germans were more active in the Woivre on Sunday evening. The railway station of Eix was taken and re-taken, and now remains in our possession.

All attempts to drive us from Hill 255, south-east of Eix, failed.

German attacks further to the southward against Manheulles failed completely.

Our artillery is energetically coping with the enemy's bombardment along the entire front as a whole.

We bombarded several enemy cantonments in the Vosges, and also German organisations facing Steenstraete.

A German *coup-de-main* succeeded in penetrating some elements of an advanced trench and a support trench at Navarin Farm, Champagne.

VIOLENT LOCAL ATTACKS RENEWED.

PARIS, February 29th.

To-day's *communiqué* says:—North of Verdun the bombardment continues, being more intense in the sector eastward of the Meuse.

There were violent local attacks in the night-time. They were renewed several times at the village of Douaumont, and resulted in hand to hand encounters. All were repulsed by our troops.

The Germans succeeded, in Woivre, after intense artillery preparation, in seizing the village of Manheulles. An immediate counter-attack brought us back to the western edge of the village, which we held under our fire.

The Germans in Loraine penetrated into an advanced trench, from which they were instantly driven out.

MINOR ATTACK ON BRITISH.

LONDON, February 29th.

A British *communiqué* says:—We repulsed a small attack south-east of Albert. During the night, the enemy sprang a mine south of the Le Basses Canal, and caused some damage to our trenches.

To-day there was some artillery activity about Aubers and the Ypres-Comines Canal.

GERMAN THRUST IN CHAMPAINE.

AMSTERDAM, February 29th.

A Berlin *communiqué* claims a gain of a front of 1,000 yards at Navarin, and to have captured 1,000 prisoners, nine machine-guns, and one mortar.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

FRENCH AUXILIARY TORPEDOED.

OVER 900 TROOPS LOST.

PARIS, February 29th.

It is officially announced that the auxiliary cruiser *Provence*, while transporting troops to Salonika, was torpedoed in the Central Mediterranean on the 28th inst. Of the 1,800 aboard, 870 were saved.

ADVISER ON BLOCKADE QUESTIONS.

LONDON, February 29th.

In the House of Commons Mr. Asquith announced that Rear-Admiral de Chair would be the flag officer advising the Foreign Office on Blockade questions, in which his practical experience would be of great assistance. (Cheers.)

[THROUGH REUTER'S AGENCY.]

THE "MALOJA" DISASTER.

EFFECT OF TREMENDOUS EXPLOSION.

LONDON, February 29th.

Further narratives by survivors of the *Maloja* show that the explosion blew a girl and child into the air. They were not seen again. One man had his head blown off. One of the propellers was blown off, causing the engines to race. Many were cut by falling glass from skylights. The rafts slipped off the decks easily and in the circumstances were much more useful than boats.

OVER 150 LIVES LOST.

It is officially announced that the following were saved:—Passengers, 72; European crew, 92; *Lascars*, 37. The following are missing:—Passengers, 49; European crew, 20; *Lascars*, 86.

Brigadier-General McLeod was among the saved.

THE LINER'S MAILS.

The *Maloja's* mails, contained only a few letters, specially marked "via Sea route," but there were considerable quantities of commercial papers, newspapers, samples, and also parcels, mails.

WAS THE "MALOJA" TORPEDOED?

At the inquest on the victims of the disaster, the Chief Officer said it was his opinion that the liner was torpedoed.

WHY THE LINER SANK SO QUICKLY.

LONDON, February 29th.

The Dover correspondent of the *Daily Telegraph* says that one of the reasons for the rapid sinking of the vessel was the jamming of the doors of the water-tight compartments, as a result of the damage caused by the explosion, which threw up a column of water 150 feet high.

An extraordinary case of rescue is brought to light. A baby was found floating on its back, well wrapped up. The mother was picked up later unconscious. Only four boats got away safely. Several were smashed, and in one case a boatload of people crashed on another boat in the sea, a number being thrown into the water or injured.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

DECISIVE SUCCESS IN EGYPT.

BRILLIANT CHARGE BY DORSET YEOMANRY.

LONDON, February 29th.

Lieut. General Sir J. Maxwell reports that Saturday's fight ended in a decisive success. Nuri Bey, who is a brother of the Turkish Minister, Enver Pasha, was commanding the enemy, and was killed. His Chief of Staff, Lieutenant Gasfar, was wounded and taken prisoner. The enemy left over 200 killed and wounded on the ground.

The enemy held a strong position. General Peyton reports that the attack of the South African Light Infantry under Brigadier-General Lukin was completely successful.

The charge of the Dorset Yeomanry was brilliant and most effective. It was in this charge that Lieut. Gasfar was wounded and taken prisoner and Nuri Bey killed. One machine-gun was captured. The telegraph between Matruh and Baranouti is not completely restored, so further details are as yet unavailable.

PERSIA CLEANED UP.

MORE STABLE FUTURE FOR COUNTRY.

LONDON, February 29th.

Reuters learns that official telegrams from Persia show that the Russian capture of Kermanshah ends a series of operations which have entirely relieved that strain to which the Allied interests in Persia were subjected by German intrigue. The previous anxiety has disappeared, and there is every reason to predict a more satisfactory and more stable future for Persia.

[THROUGH REUTER'S AGENCY.]

MESOPOTAMIA CAMPAIGN. ENEMY CAUGHT NAPPING AND SUFFERS HEAVILY.

LONDON, February 29th.

It is officially announced that in Mesopotamia on the morning of the 29th inst. Major-General Aylmer's force, bombarded the enemy's camp on the left bank of the Tigris. The enemy was completely surprised and lost heavily.

Our aeroplanes obtained useful information.

A small punitive column from Nasiriyeh attacked a hostile concentration four miles to the north of that place. The enemy fled after suffering severely.

Major-General Aylmer continued operations on the 29th with the object of securing a forward position on the right bank, in order to get a reverse fire on the enemy's position at Hannah.

A telegram sent on the 28th says the effective bombardment of the camp at Hannah is proceeding.

Two aeroplanes on the 25th flew from Basra to Major-General Aylmer.

The river is rising and a flood is expected to a few days.

A second disturbance between Turkish troops and the populace at Neif is reported.

GENERAL.

[THROUGH REUTER'S AGENCY.]

ABDICATION OF KING FERDINAND DEMANDED.

PARIS, February 29th.

A Salonika telegram says that meetings held in Sofia demanded the abdication of King Ferdinand, the enthroning of the Crown Prince, and the withdrawal of the German troops.

BRITISH CREDIT UNIMPAIRED. EXPENDITURE HIGHEST OF ANY BELLIGERENT.

LONDON, February 29th.

At a luncheon of the Associated Chambers of Commerce, representative of the whole Empire, Mr. McKenna affirmed that after 18 months of war our credit was unimpaired. We had thrown our immense financial power into the common stock of the Allies and would use it to the full. Our expenditure was the highest of any belligerent.

RECIPROCAL TRADING.

RESOLUTIONS BY CHAMBERS OF COMMERCE.

LONDON, February 29th.

The Associated Chambers of Commerce passed resolutions asking the Government to consult with the Dominions regarding reciprocal trading, the regulation of trading with enemies, and the control of enemy businesses in the Empire; and also asking the Government to provide preferential reciprocal trading between parts of the Empire, reciprocal trade between the Empire and her Allies, favourable treatment for neutrals, and the restricting by tariffs of the trade with enemy countries after the war, in order to prevent dumping and to stimulate home industries.

The Chambers of Commerce appointed a Committee to draw up a motion regarding the appointment of a Minister for Commerce.

LORD CHELMSFORD.

LONDON, February 29th.

Lord Chelmsford has been sworn in as a member of the Privy Council at Buckingham Palace.

CASUALTIES AT SALONIKA.

LONDON, February 29th.

In the House of Commons Mr. H. J. Tennant announced that the casualties at Salonika to the 20th inst. were 37 officers and 1,349 men.

VISCOUNT FRENCH.

LONDON, February 29th.

Field-Marshal Viscount French took his seat in the House of Lords to-day.

JAPANESE AT THE SALONIKA FRONT.

PARIS, February 29th.

Japanese officers are visiting the Allied front at Salonika.

[THROUGH REUTER'S AGENCY.]

ARMY APPOINTMENT.

LONDON, February 29th.

The following appointments are gazetted:—

Colonel A. Skeel, to be Brigadier-General, and to be seconded to the General Staff.

Second-Lieut. Donald Wilson, Bombay Volunteer Rifles, to be temporary Second-Lieut. while employed with Maxim detachment.

OBITUARY.

LONDON, February 29th.

The death is announced of the famous novelist and playwright, Mr. Henry James.

"OUR BUSINESS TO KEEP KILLING GERMANS."

FATHER VAUGHAN ON BRITAIN'S DUTY.

A strong speech—one which he said he knew would produce a batch of letters asking if he were a priest of God—was made at the Mansion House recently by Father Bernard Vaughan.

The "music" our men at the front had to face, he said, was the most highly-organised war machine ever made. It was made in Germany, and that was why we did not want it. (Laughter.) If civilised Germany would play the game according to the rules laid down by international law he thought they would all command our admiration as well as our respect. But they had failed to play the game.

"Our business," he cried vehemently, "is to keep on killing Germans. Somebody has to be killed, and do you think we ought to be killed in view of the motive we have gone forth to fight for? I say we have to kill a sufficient number of that tremendous army to enable us to dictate terms of a peace that should be rooted in victory, to be heard shouted from Petrograd to Rome, from Paris to this mammoth metropolis."

After referring to the German atrocities, he said he was sometimes told that the papers were exaggerating. His answer to that always was that if the Germans had not done what was charged against them they were failing to carry out the laws laid down by their War Lords to leave the women and children nothing but their eyes to weep with. "We were up against this sort of enemy."

"Do what you will, you must either crush or tame the enemy, or he will leave you nothing but your eyes to weep with."

THE "SAMPLE" FRAUD.

GERMAN MISUSE OF MAIL TRAFFIC.

A party of neutral journalists were given facilities by the British postal censorship authorities to see for themselves some of the contraband goods, and enemy exports which have been found in the mails carried by neutral shipping.

"The exhibition," said one of the party later, "was one of the most amazing I have ever seen. It showed clearly to what lengths the Germans are prepared to go in abusing letter-post facilities to keep some part of their export trade alive, and, at the same time, in sending their propaganda literature (for the most part as registered letters) not only to neutral countries, but also to British Colonies and possessions. That the efforts which the British authorities have been making during the last few months to stop this traffic have met with a very large measure of success we could see from the immense stocks of goods and literature seized aboard neutral vessels. The bulk had been sent as registered mail matter, involving, of course, enormous expense in postage. Here is an instance. A German firm sent by registered post to a firm in Brazil 600 violin strings, the value of the whole being about 500 marks (£25). The postage cost amounted to over seventy marks (£3 10s.). The strings were all addressed to one firm, labelled 'samples without value'."

"The usual German procedure seems to be to send large consignments of goods to neutral firms either in Holland or in Scandinavia, which firms then forward the goods by registered post to the United States or South America as the case may be, neutral ships being generally chosen. Among the articles thus forwarded we were shown costly jewellery, gold chains, purses, and aluminium rings, all registered as 'samples without value.' The well-known Leipzig music-publishing house of Peters attempted to forward huge quantities of music in the same manner."

"The vast stacks of propaganda literature that have been seized form a most convincing proof of German thoroughness. The pamphlets, books, and papers are printed in all manner of languages, even in the least-known dialects of India. So-called 'British atrocities' are described in the usual German manner, while many pamphlets have obviously been prepared with the object of causing trouble in Ireland and in India. All the goods seized will probably come before a Prize Court in the near future in order to establish the illegality of the employment of the letter mails for trade and propaganda purposes. In the mails sent to neutral European countries from the United States and South America have been found large quantities of rubber, wool, etc. Attempts on a large scale by German-Americans to send foodstuffs to Germany through the mails have been foreseen by the British authorities, and the necessary preventive measures taken."

PEACE AND COMFORT.

[BY W. PATT RIDEON.]

"Always good-tempered," declared the uncle, emphatically. He spoke as the eldest member of the audience invited to hear the latest communication, in a familiar green envelope, from the British Expeditionary Force. "That's what I like about the lad. No grumbling, no complaining, no nothing. It was just the same in my day with the Army. I can call to mind out in the Sudan—"

"It's the way I always brought him up," claimed Mrs. Hayes. "I never would allow him to be anything but cheerful. If he forgot to be that, I simply shook him until he came right again."

"He's had worse shakings since then, and he'll be glad of the few days' rest his letter mentions. Now you take care that he enjoys them few days. A lot of people, when they folk come home on leave, they over-do it. They're too fussy. A nice undisturbed to the hostess. What a soldier wants," argued the uncle, "is to find no alteration of any sort whatsoever."

"You needn't worry," said Mrs. Hayes. "I promise you the boy won't discover any changes. The house and everything as he left it will be the house and everything as he sees it when he returns. And, of course, he'll have no particular in his letter of the date when he's likely to get away, but from to-morrow forward I shall be ready for him." Friends and relatives, as they prepared to leave after this ceremony of reading the war news, said to each other that Mrs. Hayes was generally as good as her word.

The niece remained, although Mrs. Hayes gave the assurance that she herself was capable of undertaking the work single-handed, and the niece proved useful in helping to move side-boards and to hold stoves while Mrs. Hayes ascended them. Before ten o'clock that night most of the rooms had been dismantled, and the two suspected the scene completely. Mrs. Hayes said that on the morrow she would be up with the lark; and the niece, meaning well, urged that others should remember that she was not so young as she had been; the niece found herself at once furnished with a permit to leave the house.

"But you don't look a minute older," declared the young woman, eager to atone for the lapse.

"Enough said," remarked Mrs. Hayes coldly. "You can look in on your way home from work to-morrow evening."

The niece, thanks to her own unaided efforts, was restored to her normal appearance by three o'clock on the following afternoon. Some talking outside on the pavement engaged her attention, and she drew the curtain back carefully.

"He's here," she gasped. "He's arrived. He's come back!"

Private Hayes, mud-stained but cheerful, was in the centre of an interested, admiring group, submitting to a rapid fusillade of questions. He began to exhibit his souvenirs, and then his mother found that the limit of endurance had been reached.

"Robert!" she cried, opening the window. "What do you mean by it, standing out there and making a chattering box of yourself? Come inside this minute, and scrape some of that dirt off you. And don't go forgetting there's a mat just inside the front door!"

The lad, obeying the summons, declared he thought there was no harm in chatting briefly to neighbours; she told him that his mother had the first rights to information and well he knew it. He was sent to the scullery for half an hour, and returned spruce enough to feel at home in the clean and tidy surroundings. His mother, surveying him now with complacency, inquired whether he was glad to be with her again; his prompt answer had nothing of ambiguity, and her satisfaction became perfect.

"You'll find it very different from life in the trenches, or dig-outs, or whatever you call 'em, my dear," she said. "Your room is just as you left it, and I guarantee that you are going to know what comfort is for the first time for many long months."

In preparing an early meal, she listened, clicking her tongue sympathetically at the more acute details of discomfort. Once she stopped in the job of making toast in order to give him a kiss, a signal of affection he had not received from her since the days of early childhood. He offered to open the tin of sardines, but she would not hear of this. During the brief period of his leave he was, she directed, to do no manner of work but to enjoy the experience of being waited upon, hand and foot. Later she applied a match to his pipe and found his slippers. He became rather silent—this to her great concern—and it was with relief that she heard the niece call "Coo-ee!" through the better opening of the front door.

"I don't know what's suddenly gone wrong with him," whispered the mother. "but I've no doubt you'll cheer him up, as you always do. It's a mystery to me. He ought to be enjoying himself and somehow he isn't!"

Private Hayes received the young visitor with cordiality and conversation was vivacious enough for a time; the niece found a cushion to support his back and a stool for his slippers, and he again returned to a condition of slight moodiness. Glancing around the room he mentioned that the pianoforte had been shifted to a new angle; the two women hurried to replace it in the old position. He declared that an engraving on the wall was awry, and they hastened to admit that their eyes were not to be trusted, and to please him set it askew. He asked for more ventilation, and a window was instantly opened; he argued against draughts, and they closed it. A fire-engine bell sounded, and Private Hayes said that the clamour in London streets was scarcely endurable. Outside, folk hurried along. A loud knock came at the door.

PRINCE ON WAR PENSIONS.

"MY FIRST PUBLIC WORK."

£1,000,000 STATE GRANT.

The Prince of Wales presided and spoke at the meeting of the Statutory Committee of the Royal Patriotic Fund Corporation held in the picture gallery of St. James's Palace, last month.

His Royal Highness said: It was with feelings of much diffidence I accepted the Prime Minister's invitation to be the chairman of this important committee, which has been created by Act of Parliament. For it is the first work of a public character which I have undertaken. At the same time it is most gratifying to me that I am considered worthy to preside over this distinguished and representative body, empowered to deal with a matter of such deep interest as the pensions and allowances granted not only to those who have been engaged in this the greatest war the world has seen, but also to their wives, their families, their widows, and dependents.

My duty, father and other members of my family are to-day, as in the past, personally identified with all schemes for the welfare of sailors and soldiers. I am proud to follow their example. It has been my good fortune for some months to be associated with the daily life of our Army at the front, and the experience thus gained will leave imperishable memories of the dauntless courage and cheerful endurance of all ranks. So I regard it as a privilege to join with you in rendering service to them or to their dependents.

With regard to the powers entrusted to us, it is satisfactory to know that we shall be able to deal sympathetically with the cases of widows and dependents of soldiers who may need more individual treatment than can be given under the necessarily somewhat rigid system of Government Departments. It must be our endeavour to save those who have answered their country's call from the dread lest, should their lives be sacrificed, their families will suffer serious hardship or any material lowering of the standard of life.

Under the Act we shall not only be authorised to supplement in exceptional cases the scale of State pensions, but also to take into account the position of dependent persons not hitherto recognised by the State.

THE CRIPPLED SOLDIER.

And there is another class to whom the whole sympathy of the nation will go out, and who may count upon the hearty consideration of this committee—those who in the prime of manhood and vigour of health have been permanently disabled. Although they will receive substantial pensions from the State, our Special duties will be to initiate schemes of training and means of finding employment, and thus enable them to feel that they are still active members of the community.

I doubt whether the public at large has fully recognised and appreciated the quiet, unselfish work which since the opening of the war has been done by thousands of men and women to make certain that as far as possible the men who are fighting our battles shall be free from anxiety as to the well-being of their families at home. It will be for us to see that this good work is not lost but rather adjusted and developed. I sincerely hope that they will still place their services at the disposal of their country by serving on or co-operating with the new local committees which will come into being as a consequence of this Act.

During the continuance of the war it will be difficult, indeed, I fear impossible, for me to carry out fully my duties as chairman; but I shall follow your proceedings with the closest interest and look forward to the day when my time will be more at your disposal. Meanwhile you will be guided in your deliberations by our vice-chairman, Mr. Cyril Jackson, who can always count upon our loyal and implicit confidence.

£1,000,000 GRANT.

Mr. W. Hayes Fisher, M.P., said he was authorised by the Chancellor of the Exchequer to inform that meeting that he (Mr. McKenna) would recommend to Parliament and endeavour to obtain its sanction that a grant of £1,000,000 be placed at the disposal of the Statutory Committee. The meeting considered the question of organisation, and appointed a general purposes, a finance, and a pensions, grants, and allowances committee. Until a secretary is appointed it was decided that Lieutenant-Colonel Welby, the secretary of the Patriotic Fund, should act in that capacity, and that the offices should, until permanent premises are obtained, be at 17, Waterloo-place, S.W.

"If you want to see a really nice old blaze," shouted the uncle, entering excitedly, "now's your chance!"

"What's that, what's that?" demanded the young soldier.

"You stay here, my dear," counselled his mother. "You got to get all the rest you can. What you want is peace and comfort."

"I don't think!" retorted the lad.

They came back from the fire within the hour, escorted Private Hayes, who had damaged his hand slightly but was now in the best of spirits. The father of the child had rescued was induced to part company from them, after once more endeavouring to convey grateful acknowledgments. Mrs. Hayes' son and niece walked on ahead, arm in arm.

"The boy's quite himself again," said his mother, contentedly. "Seemed to me earlier in the evening that he was starting to complain about almost everything." "The British soldier," said the uncle, "is somewhat peculiar in that way. He never grouses unless he's got absolutely nothing whatever to grouse about!"

Daily Mail.

SUBMARINE STORIES.

HOW WE DEAL WITH THE PIRATES.

Out of the green depths, with the suddenness of a lightning flash, death rose at the —. Looking down from the bridge her captain saw a glint of shining, swift-moving steel under the vessel's side. A second later a huge geyser roared skyward, cutting, as it rose, a great gap in the destroyer's side.

"Torpedoed!" exclaimed the captain, and the words were almost choked back into his throat by the surge that threw him overboard. A signalman standing on the bridge was shot up into the air like a bolt from a catapult, turned a somersault, and fell down into the sea, where, with one hand, he instinctively grasped a floating spar, while with the other he wiped the blood from his face in a dazed kind of way—and cursed vigorously. Meanwhile, the captain was swimming about, with tight-set lips, trying to count the number of heads bobbing amid the waves, and from them to estimate how many of his men had gone down with their ship. This was chapter one of a grim war story.

Chapter two opened some few days later, when the captain of the submarine destroyer walked into a certain admiral's office and said:

"I want you to let me have a trawler, sir."

"Why?" asked the admiral.

"I'm going out after one of those German submarines, and I won't come back till I've got 'em."

"Very well; take what you want."

Out in a trawler went the captain. For some days he thrashed about the sea, sleepless, untrusting, ever vigilantly looking for the quarry he was hunting. And, as he sought diligently, he surely found; one morning the captain's persistence was rewarded. There was a swirl in the water on the trawler's beam, and up rose a U-boat. From her conning tower emerged a man who shouted in guttural English, "Take to your boats; I am going to sink your ship. I'll give you five minutes to get clear of her."

"Will you?" snapped back the captain. "Before that time's up you'll be below."

Even as he spoke there came the snarling yap of quick-firers from the trawler. As their projectiles struck the submarine she seemed to quiver as though in pain, then she rolled sideways and sank, like a whale with a death-wound.

Without speaking a word the captain put his trawler about and steered for home. But before his mental vision came a picture of his own ship going down into the grave with many good men confined in her—and he smiled.

Fighting submarines is not always a grim business, though sometimes an element of humour and no bloodshed characterises these encounters. Here is a case in point. A burly north-country skipper was bringing his ship—a little coasting craft—to anchor, when he saw a periscope poke up right alongside her. Putting his hands to his mouth he shouted:

"Hey, George! Hey, George!"

A deck hand answered the hail and asked what was the matter.

"Why, there's a submarine alongside us. Hop over quick and knock his eyes out or he'll sink us."

Without any hesitation George seized a hammer, sprang over the ship's side, and found himself upon the conning-tower of a U-boat. Promptly he began to let swing "at the periscope lens. Apparently the boat had unknowingly come up alongside the ship and, because in her wondering where she had got to, she had peeped out to investigate. George was ready; down went the submarine and scuttled away. As George scrambled back aboard his own craft, the skipper calmly remarked to him: "Well done, lad; that was a near shave, that was. A throw she had us that time, that's enough."

There was somewhat more fuss in the way another trawler skipper conducted an interview with a U-boat, though the result was equally bad for the enemy.

This particular skipper was a forceful man. He felt pretty certain that some day one of von Tirpitz's pirates would overhaul him, so he prepared for the occasion—and kept prepared—in a simple but effective way. Screened from view by a pile of nets stood one of his men with the crutch of a quick-firer to his shoulder—and this man was always "on watch"; as one might say, he constantly had his finger on the trigger.

Well that it was so, for one not particularly fine day U- pushed her nose up and the pirate chief in command of her began giving the usual peremptory orders to "abandon ship." Now, as it happened, our skipper was caught awkwardly; the submarine lay at a point where his gun would not bear upon her. But he was a man of resource. Pretending to be panic-stricken, he gradually, and apparently aimlessly, began to wear his ship round so that she could get a clear shot at the enemy. All the time he continued to stamp about the bridge, shouting at the crew and giving a first-class impersonation of a man who had lost his head in the presence of danger.

"Hurry up, hurry up! I can only give you a few more minutes," the pirate kept urging.

"Can't ye see I am hurryin' 'em up all I can?" declared the skipper, who roared at his men. "Hurry along there, you lubberly sea-cooks an' get out the boat, else we shall all be drowned. I never saw such a lot o' slow, beach-combing fellows. Hustle, I tell you, hustle!"

All this time his ship was slowly being manoeuvred into firing position. As she reached this the skipper drove at his crew with extra vigour. Then, stopping quickly by the bridge rails and putting his hand palm-outward before his mouth, the skipper said in a tense aside to the man at the gun: "Now, Tom, let go; an' if ye don't sink 'im 'll come down an' knock y'r head off."

Daily Mail.

RIGHT TO INTERN A BRITISH SUBJECT.

LORD CHIEF JUSTICE'S RULING.

Arguments on the rule for a writ of *habeas corpus* in respect of Arthur Zadiq, interned, were heard in the Divisional Court recently, before the Lord Chief Justice, and Justices Lawrence, Rowlatt, Atkin, and Low.

The Attorney-General (Sir F. E. Smith, K.C.) and Mr. Branson (instructed by the Treasury Solicitor), appeared to show cause against the rule; Mr. Patrick Hastings (instructed by Messrs. Warren & Warren) supported the rule.

When the rule was granted, Mr. Hastings explained that Zadiq was born in Germany in 1871, but became a naturalised British subject in 1905. He was manager of C. A. Zadiq & Co., a portable railway constructionists. The business belonged to his brother, a German, who was interned in June last. Arthur Zadiq, thinking that his brother ought not to be interned, wrote to the Home Secretary and later to the King. He was then himself interned by order of the Home Secretary.

Sir F. E. Smith said the matter was important both as affecting the liberty of the subject and the validity of the regulation, to which the Government attached great importance. Under the Defence of the Realm (Consolidation) Act, 1914, authority was given during the war to issue regulations for securing public safety and the defence of the realm. The words were very wide, but in these days it was to be expected that the Executive should be armed by the Legislature with extraordinary powers.

Mr. Justice Lawrence: A person who is not an enemy alien, if he really needs, in internment, is a far more dangerous person than an enemy alien.

Sir F. E. Smith said the Government might have the strongest possible ground for suspicion but yet not be in possession for perhaps weeks of conclusive proof. It was reasonable and necessary that the Government should have the power of curtailing the liberty of such a man.

The Lord Chief Justice: The question we have to consider is whether or not the words of the Act of Parliament authorised the making of the regulation.

Mr. Patrick Hastings said the only question was whether the Act gave the powers claimed.

The Lord Chief Justice, giving judgment, said it was not quite right to say that a person could be interned under this order without right of redress. When he interned he could apply for a hearing. The words of the Act were the widest possible, and there was no reason why they should be limited. The Act was passed for the purpose of enabling the King in Council to make regulations which otherwise he would not have had power to make, and Parliament intended to give power to make regulations for the prevention of offences, the protection of the national interests, the securing of the public safety, and the defence of the realm. The regulation under which Zadiq was interned was one for which power was given by the Act, and his application therefore failed.

The other judges concurred. The rule was accordingly discharged with costs.

FORTHCOMING EVENTS.

TO-DAY.

11.30 a.m.—Hongkong & Kowloon Wharf & Stevedores Co., Ltd., Meeting (Shareholders, at the Offices of Messrs. Jardine, Matheson & Co., Ltd.).

TO-MORROW.

2 p.m.—Annual Flower and Vegetable Show in the Botanic Gardens.

Saturday, 4th March—

10.30 a.m.—Annual Flower and Vegetable Show in the Botanic Gardens.

3.30 p.m.—"The Angel in the House," by the Hongkong Amateur Dramatic Club, in aid of Blue Cross Fund.

Monday, 6th March—

9.30 p.m.—"The Angel in the House," by the Hongkong Amateur Dramatic Club, in aid of Blue Cross Fund.

No matter what part of the kingdom they come from the spirit of the plucky old sea-dogs who command the Navy's auxiliaries is the same. They are never craven.

A Welsh skipper found himself in charge of a vessel "sweeping" off the coast. Suddenly a trail of smoke smudged the horizon and four destroyers came into view.

"Jaw, look at that now; I'm thinking them'll be Jer-r-mans, Dafydd boy," quoth the skipper to his mate.

"An' what'll we do; shy coal at 'em?" growled Dafydd through his scrubby red beard.

The skipper put on full speed, but as well might a tortoise try to run away from a greyhound. Within a few minutes the flotilla was close abeam, and the destroyers began firing at the "sweeper" as they spun past. Splinters flew from various parts of her, although the marksmanship was not "top line."

Fast on her bridge stood the skipper, saying things that were not prayers, his Celtic blood a-boil. The last vessel of the flotilla slowed down.

"Come alongside me," peremptorily megaphoned her commanding officer to the "sweeper."

"Aye, Aye," replied the skipper, throwing up his hand in assent. And he went alongside, though quite in a different way from what the enemy expected. Turning his ship's bows on to the destroyer he rang for "Full steam ahead!" and drove his vessel stem first into the enemy—rammed him savagely—knocking some of his gear overboard and cutting a big hole in his plating.

Much to the skipper's surprise, for he had not expected so tame a finish, the destroyer showed no fight but made off as fast as she could.

When later the skipper was congratulated upon his pluck by an officer of patrol he replied, "Oh, that's nothing. Indeed, but I only did what he told me."

B. in the Daily Mail.

WEATHER REPORT.

On the 1st at 10.55 a.m.—The Japanese depression has deepened and moved northward. It is now central to the south-east of Hokkaido.

The anti-cyclone remains nearly stationary. Pressure has increased moderately from Pootow to Pootan and over Formosa and N. Luzon. It has decreased slightly over Coochin-Luana and Borneo.

The pressure gradient from the Chi. Coast to the east of Japan is very steep.

Fresh monsoon may be expected along the east coast of China, and over the N. China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Direction: Force: Forecast: N.E. wind, fresh; fair.

Hongkong & Neighbourhood: N.E. gale.

Formosa Channel: N.E. gale.

South Coast of China between the same as Hongkong and Loochoo: N.E. 1.

South coast of China between the same as Hongkong and Hainan: N.E. 1.

CHINA COAST METEOROLOGICAL REGISTER.

1st MARCH A.M.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Direction	Force	Weather
Vladivostok	6 a.	—	—	—	—	—	—
Namuro	5 a.	—	—	—	—	—	—
Hokkaido	5 a.	29.30	—	—	WNW	5	—
Tokio	5 a.	29.35	—	—	WNW	5	—
Kobe	5 a.	29.74	—	—	W	6	—
Nagasaki	5 a.	29.99	—	—	NW	6	—
Kagoshima	5 a.	30.09	—	—	NW	6	—
Oshima	5 a.	30.01	—	—	NNE	5	—
Naha	5 a.	30.12	—	—	NW	4	—
Ishigaki	5 a.	30.19	—	—	NW	4	—
Honshu	5 a.	30.27	—	—	—	—	—
Choshi	5 a.	30.28	84	86	N	7	b
Hankow	5 a.	—	—	—	—	—	—
Ichang	5 a.	—	—	—	—	—	—
Kiungking	5 a.	—	—	—	—	—	—
Changsha	5 a.	—	—	—	—	—	—
Shanghai	5 a.	30.34	38	89	NW	2	b
Guangzhou	5 a.	30.30	34	91	NW	10	b
Amoy	5 a.	30.30	46	62	ENE	4	b
Swatow	5 a.	30.31	47	70	N	2	b
Taihu	5 a.	30.23	49	74	ENE	3	b
Taiwan	5 a.	30.11	50	—	ENE	6	b
Kodomo	5 a.	30.01	51	—	NE	4	b
Pescadore	5 a.	30.05	57	—	NE	7	b
Canton	5 a.	30.28	43	83	N	2	b
Hongkong	5 a.	30.02	50	89	N	2	b
Gap Road	5 a.	30.11	—	—	E	5	b
Macao	5 a.	30.09	46	72	N	4	b
Yuehoo	5 a.	—	—	—	—	—	—
Hohow	5 a.	—	—	—	—	—	—
Fahai	5 a.	—	—	—	—	—	—
Kailien	5 a.	30.40	55	49	SW	6	b
Louman	5 a.	31.05	69	—	WNW	7	b
Cape St. James	5 a.	30.61	72	—	ENE	6	b
Apur	5 a.	29.97	73	71	NE	4	b
Dagupan	5 a.	29.84	71	88	N	2	b
Manila	5 a.	29.86	78	95	—	0	b
Legaspi	5 a.	29.67	79	60	ENE	4	b
Tadoban	5 a.	—	—	—	—	—	—
Iloilo	5 a.	—	—	—	—	—	—
Surigao	5 a.	—	—	—	—	—	—
Lubuan	5 a.	29.81	78	94	N	1	b

T. F. CLARKSON, Director.

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths, and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, in two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, in blue sky, a detached cloud, a drizzling mist, fog, a gloomy, hazy, lightening, a squally, a passing shower, a squall, a rain, a snow, a thunder, a visibility, a dew (wet).

7 RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 1st.

	Previous Day at 5 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.17	30.56	30.28
Temperature	53	50	57
Humidity	58	59	47
Wind Direction	NNE	North	East
Force	4	2	4
Weather	d	o	o
Rain	—	—	—

Highest open air Temperature on 29th.. 55

Lowest open air Temperature on 29th.. 51

SHIPPING.

ARRIVALS.

ANYO MARU, Japanese str., 3,930, T. Co., 1st March—Mojito 28th February, General—Toyo Kisen Kaisha.
 CHENAN, British str., 1,350, T. Co., 1st February—Shanghai—Butterfield & Swire.
 HAIKUN, British str., 641, Walker, 29th February—Swatow—Douglas, Matheson & Co.
 HOPSON, British str., 1,250, C. A. Robertson, 1st March—Swatow 29th February, General—Jardine, Matheson & Co.
 KENKON MARU, Japanese str., 1,681, Ota, 1st March—Chingwan 24th February—Coal—Dodwell & Co.
 KUMAKATA MARU, Japanese str., 774, M. Tadokoro, 29th February—Bangkok 10th February, Rice—Order.
 KWEILIN, British str., 1,073, F. McGarity, 1st March—Wuhu 25th February, Rice—Butterfield & Swire.
 KUANGHAI, British str., from Canton, 29th February.
 LIANGCHOW, British str., 1,220, W. Benson, 1st March—Bangkok 29th February, General—Butterfield & Swire.
 JIANTUNG, British str., from Canton, 29th February.
 SAKIGAKI MARU, Japanese str., 887, S. Kawamura, 29th February—Chong Bay 28th February, Coal—Osaka Shosen Kaisha.
 WOLLOWRA, British str., 1,677, B. W. S. Pritchard, 1st March—Saigon 26th February, Rice and General—Order.
 YETI MARU, Jap. str., from Canton, 29th February.

CLEARANCES.

IN THE LAURENCE MASTER'S OFFICE
 March 1st.
 CHAOCHOW, British str., for Swatow.
 CHENALOH, British str., for Amoy.
 YETI MARU, Jap. str., for Chingwan.

DEPARTURES.

March 1st.
 CHILDA, Norwegian str., for Saigon.
 FOOCHOW, British str., for Hoihow.
 KANGHAI, British str., for Manila.
 KUANGHAI, British str., for Saigon.
 KWANTAI, Chinese str., for Canton.
 KWEILIN, British str., for Canton.
 RANGSON MARU, Jap. str., for Singapore.
 NICHIRU MARU, Jap. str., for Hongay.
 SORU MARU, Jap. str., for Swatow.
 TAKANAU MARU, Jap. str., for Hongay.
 TAIYUAN, British str., for Australia.

NOTICES TO CONSIGNEES.

S.S. "AMAZON."
 COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being loaded and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.
 Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.
 Bills of Lading will be countersigned by the Undersigned. Goods remaining unloaded after Thursday, the 2nd March, at Noon, will be subject to rent and landing charges.
 All Claims must be sent in to me on or before Saturday, the 4th March, or they will not be recognized.
 All damaged packages will be examined on Thursday, 2nd March, at 10 A.M.
 No Fire Insurance has been effected.
 P. THOMAS, Agent.
 Hongkong, 25th February, 1916.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
 "NOVARA"
 Arrived Hongkong on 25th February, 1916, from BOMBAY, COLOMBO AND STRAITS.
 Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
 This vessel brings on Cargo—
 From London, &c., by S.S. "Malva"
 From Persian Gulf, by S.S. "B. I. S. N." and B. & P. S. N. Co.'s Steamers.
 Optional Goods will be landed here unless intimation is given to the contrary within 6 hours.
 Goods not cleared within 8 days including date of arrival will be subject to rent.
 No Fire Insurance will be effected by me in any case whatever.
 Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
 E. V. D. PARR, Acting Superintendent.
 Hongkong, 23rd February, 1916.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamer "EGREMONT CASTLE"
 FROM NEW YORK.
 CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
 No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th March will be subject to rent.
 All Claims against the Steamer must be presented to the Undersigned on or before the 18th March, or they will not be recognized.
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th March, at 10 A.M.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.
 Hongkong, 23rd February, 1916.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

NOTICES.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Riska Pier. 3. From Riska Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via SINGAPORE, MALACCA, PENANG, &c.	ITO MARU	Jan. str.	Jan. str.	Soyeda	NIPPON YUSEN KAISHA	On 9th inst. at Noon.
LONDON & BOMBAY via USUAL PORTS OF CALL	NANKIN	Brit. str.	Brit. str.	G. H. Hetherington	P. & O. S. N. Co.	On 9th inst. at 3 p.m.
LONDON	NOVARA	Brit. str.	Brit. str.	H.B. Hetherington	P. & O. S. N. Co.	About 24th inst.
MARSEILLES via PORTS	KWELUNG	Brit. str.	Brit. str.	Charbonnel	THE BANK LINE, LIMITED	On 15th Apr.
MARSEILLES & SOUTH AFRICAN PORTS	MADAGASCAR	Brit. str.	Brit. str.	T. Saraga	MESSENGERS MARITIME	On 7th inst. at 6.30 p.m.
VICTORIA, B.C. & BRATTLE via KANZAS &c.	OSAKA MARU	Jan. str.	Jan. str.	Nagase	THE BANK LINE, LIMITED	On 30th inst.
MEXICAN PORTS & OTHER PORTS via JAPAN	OSAKA SHOSUN KAISHA	Jan. str.	Jan. str.	J. P. Jones	OSAKA SHOSUN KAISHA	On 4th inst. at 3 p.m.
NEW YORK via SUEZ CANAL	INDRASAMHA	Brit. str.	Brit. str.	A. G. Stevens	NIPPON YUSEN KAISHA	On 7th inst. at Noon.
NEW YORK via SUEZ CANAL	WESTMONT OYSTON	Brit. str.	Brit. str.	Finley	OSAKA SHOSUN KAISHA	On 11th inst.
SAN FRANCISCO via MANILA & JAPAN, &c.	NIPPON MARU	Jan. str.	Jan. str.	D. Dixon	OSAKA SHOSUN KAISHA	Middle of March.
SAN FRANCISCO via SHANGHAI & JAPAN &c.	KALIMONT	Jan. str.	Jan. str.	A. J. Halley	DODWELL & Co., Ltd.	About Beginning of Mar.
SAN FRANCISCO via SHANGHAI & JAPAN &c.	EMPEROR OF RUSSIA	Brit. str.	Brit. str.	E. T. Pileter	OSAKA SHOSUN KAISHA	To-day at 4.30 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	Brit. str.	F. C. Gambrell	OSAKA SHOSUN KAISHA	On 15th inst.
AUSTRALIAN PORTS via MANILA	TAKO MARU	Jan. str.	Jan. str.	Takada	OSAKA SHOSUN KAISHA	On 14th inst. at Noon.
AUSTRALIAN PORTS via TIMOR	ST. ALBANS	Brit. str.	Brit. str.	M. Forsyth	OSAKA SHOSUN KAISHA	On 22nd inst.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	Brit. str.	J. Mostard	OSAKA SHOSUN KAISHA	On 25th Apr.
NAGASAKI, KOBE & YOKOHAMA	NILKO MARU	Jan. str.	Jan. str.	S. Homewood	OSAKA SHOSUN KAISHA	On 14th inst. at 4 p.m.
TSINGTIN	TULAWONG	Brit. str.	Brit. str.	W. F. Bishop	OSAKA SHOSUN KAISHA	On 15th inst. at 11 A.M.
SHANGHAI via SWATOW & FOOCHOW	KUNHONG	Brit. str.	Brit. str.	R. S. B. Butler	OSAKA SHOSUN KAISHA	On 17th Apr.
SHANGHAI, MOJI & KOBE	OSAKA SHOSUN KAISHA	Brit. str.	Brit. str.	C. C. Talbot, a.w.c.	OSAKA SHOSUN KAISHA	On 12th inst. at 10 A.M.
SHANGHAI	OSAKA SHOSUN KAISHA	Brit. str.	Brit. str.	H. Nomura	OSAKA SHOSUN KAISHA	On 14th inst.
SHANGHAI, K. BE & YOKOHAMA	OSAKA SHOSUN KAISHA	Brit. str.	Brit. str.	A. B. Garwood, a.w.c.	OSAKA SHOSUN KAISHA	On 15th inst. at 10 A.M.
SHANGHAI, MOJI & KOBE	OSAKA SHOSUN KAISHA	Brit. str.	Brit. str.	M. Murakami	OSAKA SHOSUN KAISHA	On 24th inst.
SHANGHAI FORM & YOKOHAMA	OSAKA SHOSUN KAISHA	Brit. str.	Brit. str.	J. S. Thomson	OSAKA SHOSUN KAISHA	On 25th inst.
SHANGHAI, KOBE & YOKOHAMA	OSAKA SHOSUN KAISHA	Brit. str.	Brit. str.	W. C. Parnes	OSAKA SHOSUN KAISHA	About 25th inst.
SHANGHAI, MOJI & KOBE	OSAKA SHOSUN KAISHA	Brit. str.	Brit. str.	W. L. Mearns	OSAKA SHOSUN KAISHA	On 6th inst. at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	OSAKA SHOSUN KAISHA	Brit. str.	Brit. str.	J. Walker	OSAKA SHOSUN KAISHA	On 7th inst. at 2 p.m.
TAMUL & KEELUNG via SWATOW & AMOY	OSAKA SHOSUN KAISHA	Brit. str.	Brit. str.	W. G. G. Leach	OSAKA SHOSUN KAISHA	On 11th inst. at 4 p.m.
SWATOW, AMOY & FOOCHOW	OSAKA SHOSUN KAISHA	Brit. str.	Brit. str.	T. Miyata	OSAKA SHOSUN KAISHA	On 13th inst.
MANILA, CEBU & ILOILO	OSAKA SHOSUN KAISHA	Brit. str.	Brit. str.	R. S. Anderson	OSAKA SHOSUN KAISHA	On 14th inst. at 7 A.M.
MANILA	OSAKA SHOSUN KAISHA	Brit. str.	Brit. str.	B. Teada	OSAKA SHOSUN KAISHA	On 4th inst. at 3 p.m.
BOMBAY, SINGAPORE, MALACCA & COLOMBO	OSAKA SHOSUN KAISHA	Brit. str.	Brit. str.	D. W. Ritchie	OSAKA SHOSUN KAISHA	On 8th inst.
COLOMBO via SINGAPORE, PENANG & CALCUTTA	OSAKA SHOSUN KAISHA	Brit. str.	Brit. str.	J. Robinson	OSAKA SHOSUN KAISHA	On 4th inst. at 3 A.M.
SINGAPORE, PENANG & CALCUTTA	OSAKA SHOSUN KAISHA	Brit. str.	Brit. str.			
BOHLOW & HAIPHONG	OSAKA SHOSUN KAISHA	Brit. str.	Brit. str.			
HAIPHONG	OSAKA SHOSUN KAISHA	Brit. str.	Brit. str.			

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TO	FROM	DATE	TIME
SHANGHAI via SWATOW FOOCHOW	"CHOYSEANG"	Friday, 3rd Mar.	D. Light.
SHANGHAI, MOJI & KOBE	"FOOKSANG"	Saturday, 4th Mar.	D. Light.
HOIHOW & HAIPHONG	"LOKSANG"	Saturday, 4th Mar.	5 A.M.
SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Saturday, 4th Mar.	3 P.M.
MANILA	"KOWSANG"	Sunday, 5th Mar.	D. Light.
SHANGHAI	"KOWSANG"	Sunday, 5th Mar.	D. Light.
SHANGHAI	"KOWSANG"	Sunday, 5th Mar.	D. Light.
SHANGHAI	"KOWSANG"	Sunday, 5th Mar.	D. Light.
SHANGHAI	"KOWSANG"	Sunday, 5th Mar.	D. Light.
SHANGHAI	"KOWSANG"	Sunday, 5th Mar.	D. Light.

The steamer "KOWSANG" "NAMSANG" "LAISANG" and "FOOKSANG" leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 25 days. This service is supplemented by the "YATSHING" "KUMSANG" leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A daily qualified surgeon is also carried.
 Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
 Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Oaiy, Weihai, etc.
 Taking cargo on Through Bills of Lading to Kuala Lumpur, Singapore, Teluk Anson, Jeddah and Aden.
 Telephone No. 215.
 For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd.
 Hongkong, 3rd March, 1916.

REVENUE TOURS TO JAPAN.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals carrying Passengers and Cargo at Current Rates.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd.
 Telephone No. 215.
 Hongkong, 16th April, 1915.

AGENTS

HONGKONG, 16th April, 1915.

THE ROYAL MAIL STEAM

PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMeward.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.
 For Freight and Further Particulars, apply to
 JARDINE, MATHESON & Co., Ltd.
 Telephone No. 215.
 Hongkong, 24th October, 1915.

AGENTS

HONGKONG, 24th October, 1915.

CANADIAN PACIFIC

OCEAN SERVICES, LIMITED.

(PACIFIC SERVICE.)

FROM CHINA & JAPAN TO

CANADA, UNITED STATES & EUROPE

VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.
 In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPEROR OF RUSSIA"—"EMPEROR OF ASIA"

16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.
 "EMPEROR OF JAPAN" ... REDUCED FIRST CLASS FARE.
 "MONTEAGLE" ... INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPEROR OF RUSSIA" ... 29 MAR. "EMPEROR OF RUSSIA" ... 17 MAY.
 "EMPEROR OF JAPAN" ... 5 APR. "EMPEROR OF JAPAN" ... 31 MAY.
 "EMPEROR OF ASIA" ... 19 APR. "EMPEROR OF ASIA" ... 14 JUNE.
 "MONTEAGLE" ... 25 APR. "MONTEAGLE" ... 28 JUNE.

* Calls at MOJI instead of NAGASAKI.
 For further information, Sailings, Guide Books, etc., please apply to
 J. H. WALLACE, General Agent.
 Hongkong, 11th March, 1916.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING

FROM HONGKONG connecting with FROM COLOMBO

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAGGIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong ... S.S. "MADAWASKA" ... 30th March.

For Rates of Freight and Passage, apply to—
 THE BANK LINE, LIMITED,
 MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For LONDON ... "KEELUNG" ... On 15th April.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
 Subject to change without notice.
 For rates of freight and further information apply to
 THE BANK LINE, LTD.,
 OR TO REES & Co., LONDON.
 Hongkong, 11th January, 1916.

SHIPPING IN PORT

STEAMERS.

CANADA MARU, Japanese str., 3,547, T. Co., 24th February—Shanghai—General—Osaka Shosen Kaisha.
 CHINGCHOW, British str., 1,125, Jas. Doyle, 24th February—Port Faravel 24th February, Lime Stone—Shewan, Tomes & Co.
 OROYANG, British str., 1,424, G. S. Holmwood, 27th February—Swatow 26th February, General—Jardine, Matheson & Co.
 FOREMONT CASTLE, British str., 3,343, J. N. Craven, 25th February—Karatsu 19th February, General—Dodwell & Co.
 ESANG, British str., 1,127, W. Palmer Baker, 22nd February—Shanghai 21st February—Jardine, Matheson & Co.
 HALDIS, Norwegian str., 1,605, A. Green, 28th February—Saigon 22nd February, Rice—Order.
 KANSU, British str., 1,143, Freer, 24th February—Saigon 22nd February, Rice—Butterfield & Swire.
 KWANGHAI, Chinese str., 1,228, C. Stewart, 25th February—Shanghai 26th February, General—Chinese.
 LOKSANG, British str., 670, D. W. Ritchie, 29th February—Haiphong 24th February, General—Jardine, Matheson & Co.
 NICHIRU MARU, Japanese str., 1,995, Hobe, 28th February—Moji 22nd February—Coal—Mitsui Bussan Kaisha.
 NIPPON, British str., 1,228, J. A. M. Bullock, 29th February—Saigon 29th February 15th, Rice—Butterfield & Swire.
 MIYAZAKI MARU, Japanese str., 7,791, J. Teranaka, 24th February—Singapore 18th February, Lead and General—Nippon Yusen Kaisha.
 SALAHADJI, Dutch str., 1,237, J. Liberg, 26th February—Balk Papan 15th February, General—Asiatic Petroleum Co.
 SHANTUNG, British str., 1,223, J. Meathrel, 27th February—Shanghai 24th February, General—Butterfield & Swire.
 SHAO-SING, British str., 1,307, Hobbs, 26th February—Manila 23rd February, General—Butterfield & Swire.
 SHENKING, British str., 1,034, McIntosh, 13th February—Shanghai 10th February, General—Butterfield & Swire.
 SHIMIZU MARU, Japanese str., 3,034, M. Uto, 29th February—Moji 23rd February.
 STANDARD, Norwegian str., 994, O. M. Johansen, 28th February—Saigon 22nd February, Rice—Thorson & Co.
 ST. ALBANS, British str., 3,594, E. T. Pilcher, Manila 20th February, General—Gibb, Livingstone & Co.
 SUDHON, British str., R. J. Cain, 25th February—Wuhu 28th February, Rice—Butterfield & Swire.
 TAIHAI MARU, Japanese str., 2,162, Horuchi, 28th February—Dairen 20th February, General—Mitsui Bussan Kaisha.
 TAIWAN MARU, Japanese str., 1,145, H. Sato, 29th February—Saigon 24th February, Rice—Dodwell & Co.
 TANON MARU, Japanese str., 1,842, Y. Hakatsuyama, 21st February—Bangkok 18th February, Rice—Order.

VESSELS EXPECTED

MERCHANT STEAMER.
 The str. *Itola* left Calcutta on the 23rd instant, and may be expected here on or about the 10th March.

VESSELS ON THE BEAT

HONGKONG—NEW YORK.

For NEW YORK via SUEZ CANAL or Cape of Good Hope.

S.S. "EGREMONT CASTLE" about Beginning of March.

For Freight and further information, apply to—

DODWELL & Co., Ltd.

Hongkong, 18th February, 1916.

HONGKONG—NEW YORK

For NEW YORK via SUEZ CANAL or Cape of Good Hope.

(WITH LIBERTY TO CALL AT THE MALABAR Coast.)

S.S. "INDRASAMHA" about Middle of Mar.

For Freight and further particulars, apply to—

SHEWAN, TOMES & Co.

Hongkong, 9th February, 1916.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BARATIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NANKIN".

Captain G. Manley, carrying His Majesty's Mails, will be despatched from this port on or about THURSDAY, the 9th March, 1916, taking Passengers and Cargo for the above Ports in connection with the Co.'s "Monopolis" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding via Bombay to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay to London, etc., due in London about the 24th April, 1916.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E. V. D. PARR, Acting Superintendent.

Hongkong, 25th February, 1916.

P. & O. S. N. CO. P. & O. S. N. CO.

FOR	STEAMERS	DATE	REMARKS
LONDON and BOMBAY via NANKIN	Capt. G. Manley	3 P.M.	See Special Advertisement
SHANGHAI, MOJI, KORE, MALTA and YOKOHAMA	Capt. C. C. Talbot, R.N.R.	About 16th Mar.	Freight and Passage.
LONDON and BOMBAY via NOVARA	Capt. H. R. Hotherington, R.N.R.	About 24th Mar.	Freight and Passage.
SHANGHAI, MOJI, KORE, NAGOYA and YOKOHAMA	Capt. A. B. Garwood, R.N.R.	About 25th Mar.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to —

E. V. D. PARR,

Acting Superintendent.

Hongkong, 1st March, 1916.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
SHANGHAI	"SHAN LUNG"	On 2nd Mar., 4 P.M.
TIENTSIN	"KUEICHOW"	On 3rd Mar., Noon
HAIPHONG	"SUNGKIANG"	On 4th Mar., 10 A.M.
SHANGHAI	"CHENAN"	On 14th Mar., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 7th Mar., 4 P.M.
SHANGHAI	"ANHUI"	On 7th Mar., 4 P.M.

DIRECT SAILINGS TOWEST RIVER Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI" MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAVING" and "TEAN." Excellent Saloon accommodation Aboard; Electric Fans fitted; Extra State-rooms on Deck; all on "TAVING" and "TEAN." SHANGHAI LINE—PASSENGERS, MAILS and CARGO: S.S. "ANHUI," "CHENAN," "LUCHOW," "KINGCHOW," "SHAN LUNG," and "SUNGKIANG" with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Whooing. For Freight or Passage apply to —

BUTTERFIELD & SWIRE, AGENTS.

Hongkong 2nd March, 1916. TELEPHONE 35.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOSHOW AND RETURN.

STEAMERS	CAPTAINS	LEAVING
"KAITAN"	Capt. J. S. Thomson	FRIDAY, 3rd Mar., at 1 P.M.
"MAICHING"	Capt. W. C. Parnmore	TUESDAY, 7th Mar., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to —

DOUGLAS LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 29th February, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ITONA," 5,257 tons, Captain R. S. B. Butler, will be despatched for SHANGHAI, MOJI and KORE on 14th March.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD., AGENTS.

Hongkong, 1st March, 1916.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	15th Mar.	On 15th Mar., 11 A.M.
EMPIRE	8th April	On 8th Apr., 11 A.M.
EASTERN		On 29th Apr., 11 A.M.

All Steamers fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried. For further particulars, apply to —

GIBB, LIVINGSTON & CO., AGENTS.

MARSEILLES AND LONDON

PROPOSED SAILINGS OF MAIL STEAMERS TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer	Leaves	Shang-	Hong-	Connecting Steamer	Due at	Due
YOKOHAMA	COLOMBO	RAI	KONG	MARSEILLES and LONDON	LES	LONDON
1916	1916	1916	1916	1916	1916	1916
Mar. 12	NANKIN	Mar. 20	Mar. 24	MONGOLIA	April 9	April 16
Mar. 26	NOVARA	Mar. 30	Mar. 31	MALWA	April 23	April 30
April 9	MALTA	April 17	April 21	KHIVA	May 8	May 15
April 23	NAGOYA	April 27	April 28	MOOLTAN	May 22	May 29
May 7	NAMUR	May 15	May 19	KASHGAR	June 5	June 12
May 21	NANKIN	May 29	June 2	ABAHIA	June 19	June 26
June 4	NOVARA	June 12	June 16	KASHMIR	July 3	July 10
June 18	MALTA	June 26	June 30	MEDINA	July 17	July 24
	NYANZA			MONGOLIA	July 31	Aug. 7

Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved for Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

1st Saloon	"A"	Accommodation	Single	Return	1st
1st Saloon	"B"	"	"	"	2nd
2nd Saloon	"A"	"	"	"	1st
2nd Saloon	"B"	"	"	"	2nd
1st Saloon	"A"	Accommodation	Single	Return	1st
1st Saloon	"B"	"	"	"	2nd
2nd Saloon	"A"	"	"	"	1st
2nd Saloon	"B"	"	"	"	2nd

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE TO:

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due
	YAMAHA	SHANGHAI	HONGKONG	SPRING	Marseilles	LONDON
NORE	Mar. 13	Mar. 23	Mar. 29	Apr. 4	May 4	May 11
NELLORE	June 19	June 29	July 5	July 11	Aug. 9	Aug. 18
MONGARA	July 3	July 13	July 19	July 25	Aug. 23	Sep. 1

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON: 1st Saloon £32 Single, 2nd Saloon £22 Single; £63 Return.

FARES TO MARSEILLES: 1st Saloon £24 Single, 2nd Saloon £16 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy (owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice).

For further Particulars apply to —

E. V. D. PARR,

Acting Superintendent.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

OPERATION	STEAMERS	TONS	SAILING DATE
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	SIYO MARU	16,000	THURSDAY, 9th Mar., at Noon.
	MIYAZAKI MARU	16,000	THURSDAY, 23rd Mar., at Noon.
VICTORIA, B.O., and SEATTLE via SHANGHAI, MOJI, KORE, YOKKAICHI and YOKOHAMA	TAMBA MARU	12,500	TUESDAY, 7th Mar., at Noon.
	YOKOHAMA MARU	12,500	WEDNESDAY, 15th Mar., at Noon.
SYDNEY and MELBOURNE via MANILA, BANGORANG, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU	12,500	TUESDAY, 14th Mar., at 4 P.M.
	NIKKO MARU	9,600	FRIDAY, 14th Apr., at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and BANGORANG	KAGA MARU	12,000	WEDNESDAY, 8th Mar.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	YETOROFU MARU	8,000	MONDAY, 13th Mar.
SHANGHAI, MOJI and KORE	BOMBAY MARU	8,000	SATURDAY, 25th Mar.
SHANGHAI, KORE and YOKOHAMA	COLOMBO MARU	8,000	FRIDAY, 24th Mar.
NAGASAKI, KORE and YOKOHAMA	NIKKO MARU	9,600	SUNDAY, 12th Mar., at 10 A.M.
SHANGHAI, KORE and YOKOHAMA	FUSHIMI MARU	16,000	THURSDAY, 16th Mar., at 10 A.M.

Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London	1st Single Yen 500.	To Marseilles	1st Single Yen 550.
"	2nd Single " 400.	"	2nd Single " 350.
"	Return " 800.	"	Return " 700.
To London, Southampton, Liverpool via New York	1st Single Yen 280.150.		
To Victoria, Vancouver, Seattle	1st Single Yen 230.		
To Sydney, 1st Single Yen 240.	To Melbourne, 1st Single Yen 241.		
To Yokohama, 1st Return Yen 1100.	To Kobe, 1st Return Yen 1135.		
"	2nd " 590.	"	2nd " 583.

ROUND-THE-WORLD, Yen 1,045.

For Further Information as to Freight, Sailing, &c., apply to —

T. KUSUMOTO, MANAGER.

Steamers Nos 222 and 194.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamer	Tons and Speed	Leave Hongkong
NIPPON MARU	11,000 — 5 knots	TH, 2nd Mar., 4.30 P.M.
ANYO MARU	18,500 — 15 knots	SATURDAY, 11th Mar.
SHINYO MARU	22,000 — 21 knots	TUES., 14th Mar.
CHIYO MARU	22,000 — 21 knots	SAT., 8th April.
PERSIA MARU	9,000 — 17 knots	FRIDAY 21st April.
TENYO MARU	22,000 — 21 knots	WED., 3rd May.

* Cargo only.

† Via MANILA. Omitting Shanghai.

Proceeding to South America Ports. Steamer via Shanghai leaves at Noon. Manila at 10.30 A.M.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

" " " NEW YORK £60. " " " £96.10.

" " " SAN FRANCISCO £45. " " " £65.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamer of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONAIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

ANYO MARU ... 18,500 — 15 knots ... SATURDAY, 11th Mar.

For Full Particulars as to Passage and Freight, apply to —

K. DOI, ACTING AGENT, King's Building. 213

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FOUR-DAILY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOUR-DAILY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KORE and YOKOHAMA ... POLYNESIA ... On 9th March.

(Without Transshipment)

For SHANGHAI, KORE and YOKOHAMA ... ATLANTIQUE ... On 7th Mar., at 5.30 P.M.

(Without Transshipment)

For SHANGHAI, KORE and YOKOHAMA ... AMAZON ... On 18th March.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to —

P. THOMAS, AGENT, QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA via SHANGHAI, MOJI, KORE, YOKKAICHI and YOKOHAMA

Steamer "CANADA MARU" ... T. Suga ... SATURDAY, 4th Mar., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, via SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

Steamer "LUZON" MARU ... T. Miyata ... WEDNESDAY, 15th Mar., at 7 A.M.

FOR TAMSUI AND KEELUNG via SWATOW AND AMOY.

Steamer "KAISO MARU" ... Munkami ... SUNDAY, 5th Mar., at Noon.

FOR ANPING AND TAKAO via SWATOW AND AMOY.

Steamer ... Captain ... Leaving

These Steamers of Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to —

H. YAMAUCHI, MANAGER, Second Floor, No. 1, Queen's Building.

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